

Volume 14

MONITOR 1/16/30

## MAYOR CALLS CONFERENCE ON BASIN PROGRAM

### Plans for Co-operative Action Between State and City on Improvements

Plans for co-operative effort between the State and the City of Boston in Charles River Basin improvements, for which Mrs. James J. Storrow has already contributed \$1,000,000, will be discussed at a conference next Monday afternoon by Mayor Curley and municipal department heads. Mrs. Storrow has been asked to attend.

Owners of real estate in Boston whose property taken for public improvement purposes will not be permitted to make "pro tanto" agreements with the city in the future but will be asked to enter into agreements relative to the price to be paid by the city with a provision that recourse to the courts may be made if disagreements arise according to an announcement by Mayor Curley.

A "pro tanto" agreement enables the real estate owner to appeal to the street commissioner for more money for his property than that which he received originally as well as allowing him recourse to the courts later. In this way, the Mayor explained, the owner may secure more additional revenue than the original price involved. It also provides the owner with funds with which he can carry his case for additional money to court. Therefore, he said, the city actually paid the cost of cases against itself. It was unfair, the Mayor continued, to the taxpayer and the city.

Under the new ruling which Mr. Curley has asked all department heads to take note of, an agreement entered into by a real estate owner with the city is binding and practically ends matters. If recourse to the courts is sought by the owner, the agreement is sufficient to insure protection for the city funds, he added.

## Bottlers Oppose Sugar Tariff Rise

After resolving to take a firm stand against the proposed increase in the sugar tariff, the 400 delegates to the combined convention of the Eastern Soda Water Bottlers' Association, Rhode Island Bottlers' Association and New Hampshire-Vermont Bottlers of Carbonated Beverages adjourned after a two-day meeting. All officers were re-elected as follows: John M. Leonard, president; H. H. Katz, first vice-president; Louis Shore, second vice-president; Joseph Vesce, financial secretary; C. C. Copeland, treasurer; Hugh J. McMakin, recording secretary.

The invitation extended by James M. Curley, Mayor, through his secretary, that the 1931 convention of the National Bottlers' Association be held in Boston, was answered by Mr. Leonard. Mr. Leonard said he thoroughly appreciated Mr. Curley's policy of building up Boston, and his association would co-operate with him to the utmost in bringing the big convention to the Hub.

Charles P. Nevins, former Mayor of Butte, Mont.; M. M. Cohen, president of the Bottlers' Service Club; Hon. William J. Day and Junior Owners of Washington were the other leading speakers.

borough would have local autonomy. Several cities and towns would be grouped into one borough and another group into another borough, and so on. All these boroughs would be concentrated into a city.

"The Mayor believes this can be accomplished. Each borough would be presided over by its own officials. Each would be represented in a scheme of representation so that no city or town would lose its rights or have to abandon its identity. It seems to me that this plan would meet all objections."

Mr Silverman pleaded for support from the business men present, telling them that a Greater Boston is for their own interests. He said that large industries were not coming to Boston, because the city was going lower in population in comparison with other cities.

He said that some people couldn't see any advantage of making Boston the fourth largest city in the country, but said there was a psychology about it that was important. He said that, wrongly or rightly, cities were gauged by their population.

Mr Silverman outlined various plans Mayor Curley had for Boston. He said that at next Monday's meeting of the City Council an order would be introduced for the appropriation of \$250,000 to construct an underpass under Massachusetts av at Commonwealth av to relieve traffic congestion.

He mentioned the Mayor's hope for a new civic center away from School st, which would include a new City Hall, an office building for the School Department and a municipal auditorium.

GLOBE AM 1/17/30

## MAYOR'S BOROUGH PLAN GETS BOOST

### Silverman Gives Details at City Club

To avoid antagonizing the politicians of the cities and towns in the Greater Boston area who fear for their jobs and to win to the Greater Boston movement citizens who want their communities to retain their identity, Mayor Curley has in mind a scheme "somewhat like" the London borough system.

This was the message Corporation Counsel Samuel Silverman brought members of the Boston City Club last night from one close to Mayor Curley, in whose place he spoke owing to the Mayor's unavoidable absence. Mr Silverman assured the members that the matter "nearest and dearest" to the Mayor for Boston was to make it the fourth greatest city in the country.

"The Mayor's plan," he continued, "would not interfere with the rights or offices of the present officials, for each

## DR O'BRIEN NAMED SANATORIUM HEAD

### Appointed Aid to City Hospital Director

Dr John F. O'Brien of Charlestown yesterday was appointed assistant superintendent of the Boston City Hospital and assigned to take charge of the Boston Sanatorium on River st, Mattapan. Mayor Curley selected Dr O'Brien because he was for some time a trustee of the institution and is familiar with its work.

He takes the place made vacant by the death last summer of Dr Arthur J. White.

The trustees of the Boston City Hospital will confer with Mayor Curley Monday on the matter of carrying out the proposed improvements at the hospital. There remains to be done work estimated at \$2,300,000, and according to the trustees it will take two or three years to complete it.

The Mayor, if plans are satisfactory, is willing to have appropriated \$1,500,000, in order that the work may go ahead this year. Of the money to be expended, 50 percent must come out of taxes, but the Mayor believes that industrial conditions warrant going ahead.

The plan calls for a surgical building, medical building, administration building and dormitories for orderlies, internes and nurses.

GLOBE AM 1/17/30

# MAYOR TURNS TO HARBOR BRIDGE

## Plans Submitted by Everett E. Stone as Tunnel Substitute Meets With Favor

### —Sent to War Department

#### Height of Span Vital Point

#### 155 Feet Clearance Limit City Can Go

#### Cost of Two Called About the Same

#### Conference Still Favors Underground Route

Plans presented yesterday by Everett E. Stone of the Public Utilities Commission, calling for the substitution of a bridge for the proposed \$16,000,000 East Boston traffic tunnel—a substitution which appeared to meet with the approval of Mayor Curley—gave tunnel enthusiasts something to think about

at the meeting in City Hall yesterday.

It was Mayor Curley's first official participation in the East Boston tunnel controversy, and the argument that a traffic bridge with sidewalks and accommodating four lines of traffic, as against two lines in the single tube tunnel, at practically the same cost, resulted in an adjournment subject to call of the Mayor.

#### To Send Plans to Washington

Meantime, Col Thomas F. Sullivan of the Transit Commission, Henry I. Harriman, chairman of the Boston Elevated trustees, and Mr Stone, with the latter's bridge plans, will go to Washington for a conference with War and Navy Department officials to determine the minimum height the center span of the bridge must be.

Should it be found that Washington will agree to a height of 150 to 155 feet, yesterday's meeting would indicate that the torrid tunnel battle of December might have been for nothing and that instead of traveling under the harbor autoists will have an overhead scenic highway.

Should the War Department declare the height must be more than 155 feet for about 400 feet in the center of the stream, then it is admitted that the bridge "is out" and tunnel plans will bob up again.

#### Vote Favored Tunnel

Mayor Curley was favorably impressed by the toll bridge plan and expressed the opinion that the returns would be double those of a tunnel. He was informed of the tremendous number of motorists using the new bridge over Lake Champlain and that instead of 30 years being required to pay for it as expected the lake bridge would be paid in 15 years and possibly 12 years.

Real estate operators said to have acquired much property at the approaches to the proposed East Boston

tunnel apparently received scant sympathy from Mayor Curley.

The decision of the Mayor to have the experts go to Washington came despite a vote taken on "tunnel or bridge" plan which brought forth 10 votes for tunnel and three for bridge; Mr Stone, Courtney Guild and Judge Joseph A. Sheehan of the Finance Commission voting for the bridge. Henry I. Harriman and Frederic H. Fay of the City Planning Board and some others did not vote. Both appeared favorable to the traffic toll bridge plan of Mr Stone.

Col Thomas F. Sullivan, chairman of the Transit Commission did not display any enthusiasm for the bridge plan and forecasted delay and possibly unfavorable action from Washington officials.

#### Stone's Plan Offered

Mayor Curley opened the conference with members of the Metropolitan Planning Division, City Planning Board, Boston Transit Commission and the Boston Finance Commission with the question as to "whether we are beyond the bridge idea."

Col Sullivan remarked that the bridge would have to start at the top of the State House and clear the Customhouse as the War Department had recently made a ruling on account of the airplane carriers, that such bridges must be 200 feet high.

The Mayor said that he was concerned with seeing the traffic question in issue settled as quickly as possible and a start made. He then called attention to a plan for a bridge which was on his table—the plan offered by M. Stone.

The latter then talked on his plan. He said that the cost of a single tube tunnel was estimated at \$16,000,000, but later figures would put it up to \$20,000,000, while the bridge could be built for less than that figure.

Mr Harriman declared that there had been an extraordinary jump in the cost of air work in tunnels since the original estimates. He said the cost of steel today would be less than at the time of the tunnel plans, but said that a bridge would require new legislation.

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Col Sullivan contended that a 155-foot height would be out of question with the Navy Department, declared that ironworkers were after a wage increase and also questioned the practicability of a 5 percent grade on the bridge.

### Fay Thinks Cost About Same

Frederic H. Fay of the City Planning Board said that the situation had changed in the three years since the report was made on the proposed tunnel. There had been an increase in the cost of tunnel excavation, the cost of 15 cents a cubic yard trebling in that time. Mr Fay expressed the opinion that the four way bridge could be built today at about the same cost as the tunnel.

If the city could induce the War Department to set the height at not more than 155 ft, Mr Fay thought it would be extremely fortunate. The city would get more for its money with a bridge, he said.

Mayor Curley called attention to the recent gathering of lawyers representing owners of Dock Sq and vicinity property seeking abatement of betterments, and that the lawyers said that properties all the way to Atlantic av could now be bought for 50 percent of the assessed value which was but 50 percent of the actual value 15 years ago.

His Honor also said that the Quincy Market leases will be up for renewal this year and he understood that half of the tenants were not making a dollar, because of chain stores and traffic congestion.

The proposed bridge to East Boston even if it did wipe out the Quincy market, said the Mayor, might prove to be a good thing.

Mr Harriman then declared that many of those present would like to have a restudy of the plan and Mayor Curley remarked that the bridge project would be of more benefit to the North Shore and it might be possible to get the State to build it and in that case Boston would pay but 27 percent of the cost.

Mr Fay thought the attitude of Washington officialdom as well as the merits of a bridge plan, could be determined in two weeks.

Mayor Curley then invited Col Sullivan, Mr Stone, Mr Harriman and Mr Fay to go to Washington. Mr Fay said he would be unable to make the trip. The meeting then adjourned.

### ANDERSON APPOINTED AID TO MAYOR CURLEY

William L. Anderson of the Arborway, Jamaica Plain, has been appointed by Mayor Curley a member of his secretarial staff and assumed his duties yesterday.

Mr Anderson was particularly active in the Mayor's campaign, whose cause he has espoused for upward of 15 years. In the recent campaign Mr Anderson was director of the Patriotic Women's League, whose headquarters was maintained at the Hotel Westminster.

Mr Anderson is at present department secretary of the Sons of Union Veterans. He is an honorary member of the G. A. R. and a member of Fallon Post, Veterans of Foreign Wars.

His work in numerous patriotic campaigns took him through the State and he accomplished a great deal for the organizations. His appointment has been received with popular favor and he is receiving congratulations from friends in the city and State.

## CHANGES METHOD OF TAKING PROPERTY

### Mayor Curley Opposes Late Court Action

### If Damages Are Unsatisfactory Jury

#### Trial is Urged

Mayor Curley yesterday, by an order to the heads of city departments, wiped out a practice that has been in vogue for some time by which property owners whose property was taken by the city received the amounts awarded and were given an agreement that if the price was not satisfactory they would have the right to seek redress in the courts.

"Hereafter the owners of real estate from whom property has been taken for public improvements will not be permitted to make pro tanto settlements; that is, receive the amount of damages awarded by the board of officers making the taking and then institute court proceedings for the recovery of an amount in addition thereto," the Mayor said in a statement he issued.

"If damages awarded are deemed insufficient by property owners they may have recourse to the courts, and the law now provides for a speedy jury trial to determine the amount of damages to which they are entitled.

"Owners should not be allowed to receive the money awarded by the street commissioners and use it for the purpose of carrying on litigation against the city.

"Where an award is taken pro tanto, if a trial is then had before a jury, if it should be determined by the jury that the damages suffered were not as great as the amount already paid to the owner, there is no way of recovering the excess from the owner.

"The practice heretofore existing encouraged additional litigation, as the owner had nothing to lose and everything to gain and the city nothing to gain and everything to lose."

### THREE VETERAN CITY EMPLOYES TO BE RETIRED

Three veteran city employees, all of whom have served the city more than 37 years, will be retired Jan 31 by their own request. They are Thomas C. Evans, deputy superintendent in the Police Department 47 years; James H. Sullivan, Commissioner of Public Works, in the city employ 41 years and Edward W. McGlenn, city registrar, who has served Boston 38 years.

All are well known in their field. Thousands of marriage licenses bear Mr McGlenn's name and the two other men leave distinct marks of their work after them. Deputy Evans and Mr Sullivan are both 70. Mr McGlenn is 75. Since they all requested retirement they will receive not more than half salary for the remainder of their days.

## CHARLES RIVER BASIN TO BE CONFERENCE TOPIC

Cooperation by the city of Boston in the Metropolitan District Commission plan for the improvement of the Charles River Basin will be discussed at a conference in the office of Mayor Curley Monday at 1:30 p m.

Mayor Curley announced yesterday that \$1,000,000 was available and that Mrs James J. Storrow offers another \$1,000,000 for improvements. Mrs Storrow is one of those invited to the conference.

Others invited are the City Council, Finance Commission, Park Commission, City Planning Board, Metropolitan Planning Division, Board of Street Commissioners, City Law Department and Martin M. Lomasney.

AMERICAN 1/17/30

## JAPAN CONSUL GENERAL FETED

Some 75 representatives of city and state, the army and navy and the diplomatic service of several nations today attended a luncheon given at the Copley Plaza hotel by Mayor Curley in honor of Setsuko Sawada, consul general of Japan.

Guests included the following: Lieut.-Cmdr. O. Sugimoto, Japanese navy; Maj.-Gen. Preston Brown, Rear Admiral Philip Andrews, Henry I. Harriman, Lieut.-Col. W. T. Hoadley and J. C. Joseph Flammard, French consul.

Commendatore Giovanni Maria Pio Margotti, consul general of Italy; Edward F. Gray, consul of Great Britain; John F. Fitzgerald; William G. Lynch; Dist. Atty. William J. Foley; Kurt von Tippelskirch, consul of Germany; H. Yotsuhashi; Guy W. Currier; Joseph W. Powell; Prof. Thomas N. Carter, vice-president Japan Society.

TRAVELER 1/17/30

# Pupils Place Wreath at Base of Franklin Bronze



School children who placed wreath on statue of Benjamin Franklin at City Hall today, in presence of Mayor Curley.

## Group Studying Printing Hear Mayor Laud Patriot Born on Milk Street 224 Years Ago and Work He Did Here

The 224th anniversary of the birth of Benjamin Franklin was commemorated today by 100 pupils studying printing in the intermediate classes of the Boston public schools.

### PUT WREATH ON BRONZE

The boys, led by Principal John C. Riley of the Dearborn school, Roxbury, visited Mayor Curley and, with the mayor, grouped around the bronze of Franklin in the City Hall grounds, placed a wreath at the base. The mayor is a graduate of the Dearborn school. He addressed the boys at the statue and again in his office.

He told the boys that Franklin equalled Washington and Jefferson in his value to the nation. He also spoke on the life of the poor printer who was born on Milk street.

The day has special significance to persons who have enriched their store of knowledge through the facilities offered by the Franklin Union, Berkeley

street, an institution made possible by the generosity and foresight of Franklin.

### HAS GRADUATED 30,000

Franklin seems to have sensed in some measure the great changes that time was to bring. From the \$5000 he bequeathed his native city the sum with interest for 100 years grew until it totalled \$430,000, and in 1908, an unpaid board of 12 citizens appointed by the superior court established Franklin Union, a technical institute, unique not because there are so few in the country, but because of its methods of instruction.

In the 21 years of its existence the union has graduated some 30,000 men and women from its various courses. It operates day and night, the night courses for the working man, to help him on his road to advancement and to supplement his daily job. The day courses offer training both for trades and for technical work, so that the younger generation may cope better

with the rapidly increasing developments of the times. The Franklin Union offers another trail to advancement, and because of the flexibility of its courses and subject matter, its "teaching by doing" methods, it offers the adult an opportunity that 50 years ago did not exist in this country.

The Pratt Institute and the Rochester Mechanics Institute in New York state, and Wentworth Institute and the Franklin Union in this state are the only ones of the kind in the East.

Further development is planned by the Franklin Union when sufficient funds are available.

## MONITOR 1/17/30

### Boston Meets New Consul From Japan

A measure of the good will that the United States holds for its Eastern neighbor, Japan, was expressed by Boston city officials, Mayor Curley, and newspaper editors at a testimonial dinner extended to Setsuko Sawada, newly appointed Japanese Consul-General, in Boston at the Copley-Plaza this afternoon.

Approximately 125 persons gathered to give the new Japanese representative a cordial welcome to Boston. Members of the City Council, and local newspapers, representatives of the Japan Society of Boston, men who have been decorated for courteous and valuable service to the Japanese Government, and judges of the Superior, Judicial and Supreme Courts were present.

Mayor Curley, who has been decorated by Japan, and awarded the title of Knight of the Third Degree of the Rising Sun, was the chief speaker.

## MONITOR 1/17/30

### Curley Plans to Make City Greater Boston

Details of a borough plan for Greater Boston which would permit the smaller cities and towns to maintain their autonomy have been outlined by Samuel Silverman, recently appointed corporation counsel.

Speaking for Mayor Curley, Mr. Silverman said that the scheme to make Boston the fourth largest city in the United States was patterned after the borough plan of London. Each of the present cities in the area would retain its own officials, he declared.

Mr. Silverman also outlined the improvement plans of the Curley administration, including the moving of the civic center from School Street to a site where a new municipal auditorium, school department office building and City Hall can be built with harmonious ground arrangement.

# BOROUGH PLAN MAJOR AIM OF CURLEY REGIME

Silverman Tells City Club  
Mayor Hopes to Leave  
Boston Fourth City

## NEW CIVIC CENTRE ANOTHER OBJECTIVE

Curley Cancels Address Be-  
cause of Change in  
Wife's Condition

Samuel Silverman, recently appointed corporation counsel, speaking for Mayor Curley last night at the Boston City Club, announced the major plans of the Curley administration, including a definite outline of the Greater Boston project, which he likened to the borough system by which London ranks as the largest city of the world. By this plan, he declared, the cities and towns affected would not lose their autonomy but would carry on as before.

Other items in the administration plan as revealed by the speaker are the moving of the civic centre from School street to a site where a new City Hall, a school department office building, and a municipal auditorium can be constructed under uncramped conditions; express roads through the city that will serve the need of traffic for the next half-century; the introduction of an order in the city council next Monday for a \$350,000 appropriation to construct the much-mooted underpass, below Massachusetts avenue at Commonwealth avenue, this being part of a project to improve conditions at Governor square, the whole to include the building of an overpass to carry the Commonwealth avenue traffic across the square; a petition to the Legislature for authority to spend \$10,000,000 in making passable and generally improving existing streets; the construction of new strandways in South and East Boston, with the co-operation of the metropolitan district commission, and the effecting of a truce between building employers and the building trades unions to ensure a strikeless city for the ensuing four years.

### FORCED TO CANCEL

The engagement to address the members of the City Club at the weekly meeting was one that Mayor Curley had looked forward to with eagerness. Joseph A. Conry, his newly-appointed traffic commissioner, was to have performed the ceremony of introducing him, both the mayor and Commissioner Conry being old members of the club.

It was past 7 o'clock when the mayor summoned Mr. Silverman and entrusted to him the task of being spokesman for the administration. This was due to a sudden turn in the condition of Mrs. Curley. Commissioner Conry, in announcing the cancellation of the mayor's engagement to speak in person, simply said that it was due to conditions at the mayor's home, and at the close of the speaking, on his suggestion the assembly that filled the auditorium passed a resolution of sympathy that was conveyed to the mayor by Mr. Conry.

"I believe," Mr. Silverman said, "that the mayor wants, before he leaves office to see Boston the fourth city in America. I believe that he has plans to bring it about."

He proceeded then to dilate on the "Greater Boston" project, remarking that when in the legislature he had heard representatives of cities and towns that would be affected, express fears lest such a plan would submerge their municipalities and cause their political offices to be taken away from them.

"But as I understand it, the mayor's plan will not interfere with these officials holding their offices, or disturb the autonomy of their cities and towns. This plan is similar to that now in existence in London. The various cities and towns would be divided by groups into boroughs, each controlling and presiding over its own destinies, and all these boroughs concentrated into one great city. It is that which makes London the one great city of the world, and it is believed that it could be accomplished here. We could have each city presided over by its own borough officials and all grouped together into one great city. The mayor has in mind the framing of the government for that greater city so as to do away with all fear that the large city will dominate the small. The small cities and towns will not lose their identity but will carry on as before."

ket men who hire stalls in the market on lease from the city have been complaining of lack of business and that rentals and incidental expenses are too high for the amount of business done by them.

It is the opinion of the proponents of this plan that it is the ideal site for the Boston end of the tunnel, inasmuch as it would be located in a block of the city that is both long and wide. The distance between Merchants row and Commercial street, which is the east and west run of the market building, is considerable.

North Market street, which flanks the building on the north side, is of ordinary street width, but South Market street is a thoroughfare 102 feet wide, approximately 42 feet wider than ordinary streets.

It is the belief of those supporting the plan that the immediate district to the west of the building is an ideal natural approach which can draw or deliver traffic from and to 15 intersecting streets.

The area in front of the proposed tunnel entrance would include Adams and Dock squares, with Faneuil hall standing in the centre. Traffic would flow from and to Washington street, Devonshire, Exchange, Brattle, Merchants Row, Cornhill, North street, Commercial, Commerce, Chatham, Canton, Blackstone, Union, Elm and Mercantile streets.

Traffic would flow in a direct route from Adams square to Scollay square one block distant, and either Tremont street.

## TRANSCRIPT 1/17/30 Progress Made in Hangar Removal

### City Council Committee Passes Order to Purchase Old Airport Building

With commendable promptness, the newly formed Committee on Public Lands of the Boston City Council met this afternoon and passed the loan order for \$15,000 for the purchase of the obsolete hangar of the old Boston Airport Corporation, located in the middle of the landing field at the Boston Municipal Airport. This is the first definite move toward the removal of the old hangar made since the bill was referred to the previous City Council Committee on Public Lands on Sept. 23 of last year.

Through the prompt action of City Councilor Joseph McGrath, chairman of the committee, in calling the meeting and the co-operation of its members, Councilors Robert Gardiner Wilson, Jr., Michael J. Mahoney, John I. Fitzgerald and John F. Dowd, the loan order will be reported to the City Council at its meeting Monday afternoon for a first reading. At the meeting today, Chairman William P. Long of the Park Department produced photographs and other evidence showing the need of immediate removal of the old hangar, which is a serious menace to safe operation at the field.

Myron P. Lewis, trustee of the Ames estate which owns the building, has announced that he is ready to do everything in his power to secure the immediate removal of the building and with the passage of this loan order by the committee, the way is paved for immediate action.

TRANSCRIPT 1/17/30

## Page Heads Board on Historic Sites

Walter Gilman Page, prominent artist, who recently resigned from the State Art Commission, has been named chairman of the revived city commission on the marking of historical sites, a position he held at the time Mayor Nichols assumed office. Four other members are retained, Judges Thomas H. Dowd and David A. Lourie, Edward W. McGlennen, city registrar, and Walter Kendall Watkins. Additional members are Charles A. Coolidge, architect; Judge Frank Leveroni, Wilfred H. Kelley, a teacher of history in the Boston schools; Charles K. Bolton, librarian of the Boston Atheneum, and Roland A. Fisher, architect.

HERALD 1/17/30

# 'Ned' McGlenen Quits City Job After 30 Years, but Will Be Active Still

Edward W. McGlenen, 30 years city registrar of births, marriages and deaths, is going to retire Jan. 31. His retirement together with that of Deputy Superintendent of Police Thomas Evans and Commissioner of Public Works James H. Sullivan, was approved by the retirement board yesterday.

The city registrar, familiarly called "Ned," is one of the best known of the long-time city officials, who devoted the greater part of his life to statistical work, not always confined to his official duties at city hall. He delved into the legend of Paul Revere's ride and furnished valuable information for historical markings.

And "Ned" is not going to retire from statistical work. He plans to continue work on a half-finished book of Boston of by-gone days. He also plans to aid materially in placing proper historical markings in and about Boston before next summer to provide information for the ter-centenary visitors to the city.

He was appointed registrar by Mayor Hart in 1900 and had been connected with the city registrar's office six years prior to that date. He was born in Boston, July 11, 1854 and after his graduation from the Boston schools was for several years associated with Harry W. French, noted lecturer.

## CURLEY WILL HONOR JAPANESE CONSUL

Mayor Curley, a knight of the third degree of the Rising Sun, the highest honor bestowed by the Japanese government upon people of other countries, will entertain Setsuzo Sawada, Japanese consul at New York, at lunch at noon today in the state suite at the Copley-Plaza.

His guests will include Gov. Allen, the justices of the supreme judicial and superior courts, judges of the municipal court, the city council, officials of Suffolk county and former mayors of Boston, as well as the group of newspaper editors and others who will discuss later in the afternoon the mayor's plan for a Greater Boston.

## MAY RUSH ADDITION TO CITY HOSPITAL

To hasten the completion of the building program at the City Hospital, Mayor Curley is willing to include in the appropriation budget this year the \$750,000 which must be raised by direct taxation to comply with the special legislation authorizing the carrying out of the program.

It is believed that \$1,500,000 will be necessary to finance the work which is planned for completion within the next 18 months and at a conference Monday noon with the hospital trustees, the Mayor will learn if plans for proposed buildings are in such shape that arrangements can be made for an immediate start upon new buildings. They include a surgical building, a medical building, an administration building and dormitories for nurses, internes and orderlies.

## DENIES NAVY YARD WILL BE CLOSED

### Admiral Andrews Says Men Will Be Needed for Work On Leviathan

Admiral Philip Andrews, commandant of the Boston navy yard, declared last night that he knew nothing about the recent report from Washington that some navy yards would be closed as a result of the naval parley other than what he has read in the newspapers. He said that it was only conjecture that the Boston yard might be closed.

He also disclosed that some of the men who have been on furlough will be taken back to work on the Leviathan when it comes here for overhauling in the near future. There are about 1600 men still working at the yard, which the admiral said was about the usual number employed there at this time of the year.

In about five weeks Old Ironsides will be taken out of drydock for further work, all of which will be completed when the necessary funds are available, the commandant said.

## FINDS 'MEAT' IN GOODWIN'S TALK

### Glad of Criticism, Says Real Estate Exchange Head

The speech of Frank A. Goodwin, chairman of the Boston finance commission, before the brokers board of the Boston real estate exchange yesterday, in which he charged real estate experts with seemingly giving "whatever opinion they are paid to give," and assailed fire insurance rates in Boston, "contained a good deal of meat," is the opinion of President Harold F. Mason of the exchange.

"We realized when we invited Mr. Goodwin to speak to us that he would say something that would not smooth us over," said President Mason last night. "I was there and heard him. There was a good deal of meat in what he said. We are an organization trying to do good in connection with real estate investments and we realize that we are not perfect in our functioning, but are always striving to improve conditions. We are glad to get Mr. Goodwin's slant on the situation. We like to hear outside criticism so that we can better know how to improve."

In the course of his talk, Mr. Goodwin characterized the recent report of former Mayor Nichols's special fire insurance rate committee as "a fake and a camouflage."

## FAVOR NEW BRIDGE ACROSS CHARLES

### Boston and Cambridge Men to Promote Bill

Boston and Cambridge business men are in favor of a bridge across the Charles at Dartmouth street, thus relieving the traffic congestion of Longfellow and Harvard bridges, according to Horace Guild, secretary of the Back Bay Association, at the first dinner and meeting of the association for the Tercentenary year at the Copley-Plaza Hotel last night.

He said delegations from the two cities will go before a legislative committee on metropolitan affairs at the State House on Monday to advocate a bill for such a bridge.

It was reported that the Huntington avenue and Newbury street business men's associations are also in favor.

The special tercentenary committee appointed by Eugene Howell, president of the association, comprises William Spottiswoode, chairman, who was recently appointed sinking fund commissioner of Boston by Mayor Curley and who is manager of John Gilbert, Jr., Co., a grocery company engaged in business in Boston for 100 years; Arthur L. Race, manager of the Copley-Plaza Hotel; George R. Wean, manager of the Back Bay branch, New England Trust Company; William H. Ryan, prominent Back Bay realtor; and Albert H. Hall, chief of the division of archives of the Commonwealth and proprietor of Hall's Book Shop.

Other speakers last night were Street Commissioner Harding, representing Mayor Curley; Maj. William G. Lynch, president of the city council; Dr. Seth F. Arnold, councilor from ward 4; Laurence Curtis, 2d., councilor from ward 5; Secretary of State Cook and State Senator Henry Parkman, Jr.

"The full report of the committee is not out yet and will not be out for a week," said Felix Vorenberg, chairman of the former mayor's special committee. "A preliminary report, far from complete and which has been changed several times before the copy went to the printer, was made public two weeks ago. Evidently Mr. Goodwin was basing his statement on the preliminary report. I will be gracious and make no comment in reply at this time."

The taxes on real estate were the real subject of Mr. Goodwin's discourse. In this connection he launched his attack on the local fire insurance rates, as one of the "exorbitant" charges against real estate and then cited the increase in government tax on real estate due to increased cost of government, more especially in the administration of the city schools.

TRANSCRIPT 4/17/30

## Children Pay Tribute to Benjamin Franklin



(Transcript Photo by Frank E. Colby.

### Mayor Curley Greets Group at City Hall

THERE was a special significance in the annual birthday exercises in honor of Benjamin Franklin held today at the monument of the printer-statesman in front of City Hall by the pupils who are studying printing in the intermediate classes of the Boston public schools. The celebration was under the direction of the Dearborn School, John C. Riley, principal, and it was recalled

that Mayor Curley was a Dearborn School boy.

Brief speeches were made by Earl Clark and Thomas Foran of the Dearborn School and a chorus sang under the direction of Miss Roma Murphy. Recitations of Poor Richard's Sayings were given by a representative from a dozen or more schools. A large wreath for the monument which was obtained by the contribution of pennies by the children, was presented by Charles Mc-

Lean and Frank Toy. In response to the enthusiastic greetings of the children, Mayor Curley made a brief address, in which he referred to lessons that everybody should heed from Franklin's life, such as honesty, frugality and clean living.

The annual celebration has been carried on under the direction of Loretta J. Curran, first assistant in manual arts, assisted by the teachers in the different schools.

MONITOR 4/17/30

#### NEW BRIDGE WANTED

A new bridge across the Charles River at Dartmouth Street is being urged by business men of Boston and Cambridge, in an effort to alleviate traffic congestion on Harvard Bridge and Longfellow Bridge. Horace Guild, secretary of the Back Bay Association, announced at a meeting of the organization, Delegates will place the proposition before the Legislature next Monday, he said.

MONITOR 4/17/30

#### CITY EMPLOYEES RESIGN

William L. Anderson has been appointed as a member of Mayor Curley's secretarial staff. At the same time three veteran city employees, Thomas C. Evans, Deputy Superintendent in the Police Department; James H. Sullivan, Commissioner of Public Works, and Edward W. McGlenn, City Registrar, handed in their resignations.

### MONITOR 4/17/30 NOVEL MAP OF BOSTON TO AID TERCENTENARY

A relief map of Boston to be built on a vacant triangle of land in Copley Square showing points of interest in Boston, is proposed as part of the plans for the observance of the Massachusetts Bay Tercentenary.

The map would be made by waterproofing an excavated section of the triangle and grassing over the parts representing the original land, the rest of the basin being kept flooded with water. This plan, with others of the Tercentenary, was discussed at a dinner meeting of the Back Bay Association, Inc., at the Copley-Plaza, Jan. 16.

# Londonizing Boston

How the County Council Plan, Favored by Mayor Curley, Could Be  
Made to Apply to This City and Its Suburbs

By John F. Sly  
Lecturer on Government at Harvard

**A**LITTLE over forty years ago metropolitan London was in much the same position that "Greater Boston" finds itself today—face to face with that urban hazard, a change from local to regional government. Both areas, moreover, arrived at the point by somewhat the same process, and both attempted to relieve the situation by similar methods. London, however, launched a new and largely successful departure in metropolitan borough government, and now faces the problem of a still "Greater London." But metropolitan Boston remains in a stage of alternate discussion and proposal while it continues to mark time with special commissions and commissioners that for major purposes the British city abandoned in 1888.

The historical comparison is simple. Around the great medieval city of London identified (as Boston has been) by marked commercial advantages and political importance, there developed over a hundred distinct communities operating through a confusing mass of commissions, boards and vestries under whose scattered authority were placed those important services—highways, bridges, sewers, water, fire, police, etc.—so vital to modern community life.

As early as 1853 a royal commission inquired into the expediency of extending the city boundaries and creating thereby, one large municipality for London, but the only real nucleus at the time was a recently formed Metropolitan Commission of Sewers which seemed a slight precedent for so large an undertaking. The result of the inquiry was, therefore, a compromise in the shape of a Metropolitan Board of Works (1855) whose principal duties were to be the construction of main sewers, provision for fire protection and the building and maintenance of arterial highways and bridges.

The plan was tried for more than twenty-five years with only partial success, in addition to the fact that important functions were still left with the multitude of local units comprising the metropolitan area, the organization of the new board proved unfortunate. Instead of being directly elected by the people, its forty-six members were chosen by the London City Corporation and the various vestry and district boards. At this time, moreover, British local government was in a condition of corruption comparable to that afflicting American cities two decades later, with the result that inferior men came to dominate, irregular dealings were discovered and public respect was lost. The final outcome was the abolition of the board (1888) and the transfer of its functions (with many others) to the now famous London County Council.

## Boston's Problem

To this point Boston had in a general way kept pace with the movement. After some thirty years of agitation town meet-

ing government had been abandoned (1821) and a period of urban expansion took place that tended to parallel the London development. In place of parishes, district boards and special commissions, Boston was feeling the pressure of a score of towns and at least one city (Cambridge) and during the third quarter of a century showed evidence of the new conditions by annexing Dorchester, Roxbury, West Roxbury, Brighton and Charlestown. Sir Robert Peel's metropolitan police (1829) were matched in part by a "Constable of the Commonwealth" (1865)—the moderate forerunner of the present State police (1921) and of the State-appointed police commissioner (1906) now in charge of the peace of Boston.

It was 1914, however, before a metropolitan district for fire prevention including much of "Greater Boston" was established under the control of a commissioner, and the work has been more recently transferred (1919) to the State Department of Public Safety. London's Metropolitan Commission of Sewers (1848) and the Metropolitan Board of Works (1855) found their Boston counterparts in metropolitan sewer (1889), park (1893) and water (1895) districts under commissions appointed by the governor and partial consolidation of their functions in 1901 produced by the Metropolitan Water and Sewage Board followed by a complete integration in the Metropolitan District Commission (1919) and its recent adjuncts, the Metropolitan Planning Division (1923) and the Metropolitan District Water Supply Board (1926) of the present time.

Here, however, the comparison ceases for the London County Council has stepped forward into a new generation of regional government, while Boston remains balanced on the crest of commission control that the British city pushed into a subordinate place forty-one years ago.

## The London County Council

The London County Council is the most interesting body in London politics today and one that has attracted universal attention. The principle of indirect election as used in the Metropolitan Board of Works was abandoned, and what is of particular significance the local government areas were completely ignored as electoral districts. The council consists at present of one hundred and twenty-four elected representatives (two from each of the sixty parliamentary divisions composing the metropolis) and four from the city of London plus twenty aldermen elected by the councillors either from within or without their membership.

The councillors hold office for three years and the aldermen for six (half retiring triennially), both bodies sitting together and having the same voting powers. They elect a chairman who may also come from outside their membership (although this is not usual) in which case the total membership becomes one hundred and forty-five. There is no principal executive officer. Such functions as one might perform are delegated to

some eighteen committees, which devote much of their work on a very large staff of permanent officials appointed by the council.

## Metropolitan Boroughs

The Act of 1888 did not change the multitude of vestries, district boards and commissions that had been the original cause of embarrassment, but some ten years later the London Government Act (1899) divided the new county (except the city) into twenty-eight boroughs, partly old and partly new areas, but all with new powers and new governing bodies known as Metropolitan Borough Councils, and while the London County Council obtained a large measure of control over them through the issuance of by-laws and the authorization of loans, they remain important units of local government. In order to present a united front as well as to promote harmony among themselves, a voluntary Metropolitan Borough Joint Committee has been formed consisting of representatives of the City of London and Westminster and the Metropolitan Borough Councils. The group meets frequently to consider recommendations of its executive committee or of individual members, and

This article, printed originally in the Transcript, June 19, 1929, takes on special interest in view of Mayor Curley's advocacy of the London borough plan as a solution of our Greater Boston problem.

acts through resolutions directed to those concerned.

In addition to the London County Council and to the twenty-eighth Metropolitan Boroughs there is the City of London which, with them, forms the three main political units comprising the government of the metropolitan area. The city is a space about one mile square in the heart of London governed by a complicated medieval structure including a lord mayor, a court of common council, a court of aldermen and a sort of town meeting styled the court of common hall. In addition to possessing the general powers performed by the Metropolitan Borough Councils, the City Corporation is the sole sanitary authority for the port of London, maintains jurisdiction over markets within seven miles of its boundary, and operates its own police force.

But this is not all. Special commissions still disturb the unity of the metropolis. There are in addition some twenty-eight boards of guardians to administer the poor laws (a much broader service than in America), twenty-six assessment committees, four boards of managers of school districts and one metropolitan asylums board, besides numerous other agencies operating under special statutory authority and exercising important functions.

## Dividing the Authority

The really disturbing problem of metropolitan government on a Federal basis

is a proper division of functions. There are those services that should be exercised by the central authority alone—in this case the London County Council. In addition, there is a large group of functions that had better be left to the local areas alone—in this instance, the old City of London and the Metropolitan Borough Councils. Between these divisions are certain services suitable for supervision by the central authority but better administered by the local units while beyond them all are functions perhaps more effectively controlled by a superior and outside authority—in this case the British Parliament at Westminster.

The powers given to the London County Council by the Act of 1888 and subsequent statutes is extensive. It has charge of the maintenance of all arterial highways, is the sole authority in main sewage and sewage disposal and exercises large power over health and sanitation, as well as over extensive housing undertakings. It is the sole authority for fire protection within the county. It is responsible for the maintenance of over one hundred parks and open spaces with extensive facilities for outdoor games and many forms of popular entertainment, and most important of all, it manages elementary schools with an enrollment of over a million children besides a wide variety of secondary, technical and specialized schools.

On the contrary, the control of the London County Council over other important services is meager or absent. It does operate an extensive tramway system on both sides of the Thames aggregating some one hundred and sixty-five miles of street routes, with some eighteen thousand cars, besides (by agreement) several systems outside the county as part of the London unit, but it is constantly complaining of cramped authority in broader undertakings. With water supply, however, it has nothing to do. This is a matter for the Metropolitan Water Board, consisting of representatives of various local units and operating over London County and beyond, a total area of some five hundred square miles.

Gas service is almost wholly in the hands of private companies, working through parliamentary franchises under the supervision of the Board of Trade and electric lighting is similarly a matter of private enterprise or of metropolitan borough service. Furthermore, the council has no control over police. Surrounding the old city (which has its own force) is a circular area comprising about six hundred and fifty square miles known as the Metropolitan Police District including not only London County, but important parts of several others as well. At the head of the district is a police commissioner appointed by the crown with some twenty thousand men at his disposal, centrally supervised by the Home Office.

#### What the Boroughs Do

For the most part supplementary to these services are those of the Metropolitan Borough Councils—residuary legatees of the old vestries and district boards plus a few powers that until 1888 were exercised by the London County Council. They are largely concerned with local sewers, street improvement and maintenance, lighting, markets, the abatement of nuisances, registration and inspectional functions, besides important local services of baths, mural grounds, public libraries, etc., under the authority of adoptive acts—which Massachusetts knows as "permissive legislation." Jointly with the London County Council they administer public health regulations and housing enactments, as well as subsidiary functions pertaining to drainage, parks and building administration. With the

approval of the Ministry of Health powers may be transferred between Borough and Council (although this is rarely done), or both may combine for purposes of carrying out a common plan and for the apportionment of expenses incurred in connection with it.

The powers of the London County Council appear extensive enough, but there is constant complaint of undue restrictions. In March, 1919, the Council took steps to secure a parliamentary inquiry into the desirability of certain reforms in the local Government of London, and a royal commission was subsequently appointed in October, 1921. The evidence submitted to the commission by the Council included the criticism that the area committed to its charge was too narrow for the successful administration of functions intrusted to it, and that certain other powers which it did not possess could only be exercised efficiently by a new central authority with jurisdiction over a larger expanse of territory. Especially in the matter of parks and open spaces, fire protection and education it was becoming increasingly necessary to make adjustments with communities outside of the present administrative county. The Council rejected as a possible remedy the extension of its territorial jurisdiction without at the same time altering its constitution and functions. It was likewise unwilling to consider the establishment of special bodies to administer special services or the formation of joint committees of the Council and other local authorities to deal with particular matters as they arose. It suggested instead a new "Central Authority" to be chosen by the local Government electors over an extended area (probably with parliamentary districts as the unit and possibly on a basis of proportional representation) with a membership not greatly exceeding one hundred and forty-four—the present number—but with some disagreement among the councilors as to whether the aldermen should be retained or abolished.

In a general way the council felt that the powers intrusted to the new authority should be wider than at present—particularly in reference to water supply, wholesale markets, transport, roads, and poor law administration—besides retaining complete control of fire protection and town planning as well as delegatory powers in reference to the borough councils in such matters as housing, drainage, parks, health, education and building administration.

But no great change was recommended. The general objection to a complete reorganization was supported by the fact that there was no complaint of inefficient or uneconomical administration from the existing authorities, and the whole matter hinged on the council's idea of better co-ordination and possible expansion rather than on flagrant and apparent abuses.

The difficulties emphasized under the present arrangement were really a matter of allocation of powers—questions that would arise and perhaps be accentuated if the plan were extended to wider areas. The commission recommended, therefore, that the present system be retained, adding, however, several minor suggestions for its improvement.

#### What Can Boston Learn?

What, if anything, can Boston learn from this experience? London is a borough government—a federated type of metropolitan area that would be in accord with American traditions. Its chief merit is in providing a central government for the administration of those services that are clothed with a common

purpose but still leaving important functions in charge of local units, which, while not entirely autonomous, are practically self-governing bodies capable of both maintaining and fostering local interests and sentiments. Its chief difficulty is the distribution of functions between central and local authorities that always accompanies adjustments where historic and sentimental factors are apt to join hands with vested political interests to prevent wider co-operation.

In Boston (as in London) there is little complaint of gross inefficiency or mismanagement on the part of local units in the metropolitan region, and the need of further consolidation is based very largely on better co-ordinated services plus a more impressive place in the census column. In 1899 the consolidation of the various parishes into metropolitan boroughs caused much discord, and the local governments of "Greater London" today vigorously oppose the loss of their identities and disclaim any prospects of improvement so far as they are concerned if brought under the London County Council. The breakdown of the London Metropolitan Board of Works came at the time when the whole reconstruction of British local government was underway, and it is doubtful if the London reorganization of that time could have been completed without the impetus of those conditions. But even under favorable circumstances the new area has maintaining a bewildering array of authorities that demand a considerable amount of simplification.

Boston is still in the district commission stage without the difficulties encountered by metropolitan London previous to 1888 and without any inclination towards sweeping "reforms" in local government that might serve as a stimulus to action. It is faced, however, with the prospects of an increasingly important Metropolitan District Commission and allied services, which are in no sense representative bodies but frankly State agencies appointed by the governor. Aside from expediency there is no more reason for the administrative control by a State commission of a great metropolitan area than for that of a single city, but until the need becomes imperative—that is, normally, until towns and cities feel undue pressure from an authority upon which they have no representation—there will probably be little support from the smaller communities for extreme moves towards closer unity.

#### Boston's Proposals

The forty-one cities and towns with a total population of exceeding 1,800,000 that are commonly included in the metropolitan district (still usually synonymous with "Greater Boston" while "Greater London" now refers to regions well beyond the metropolitan line) have been the subject of many proposals aiming at closer co-operation. In 1873 (just twenty years after the London commission proposed the Metropolitan Board of Works) a bill was introduced into the General Court to unite Boston with fifteen adjoining cities and towns to be controlled by fifteen aldermen and ninety common councillors. By an excellent report in 1896, the Metropolitan District Commission recommended the federation of the various towns and cities into a single county under the control of a "County Council" with the powers of a municipal corporation.

In 1905 a plan for a Metropolitan District Council composed of the mayors of the cities and chairmen of the boards of selectmen of the towns was suggested, each town or city being entitled to one vote in the council for each twenty-five thousand inhabitants, or fraction thereof. In 1911 the Boston Chamber of Commerce advocated a somewhat similar arrangement.

ment vesting the central authority with advisory powers only. A year later the Massachusetts Real Estate Exchange sponsored the creation of a federated district with a governing board of nine members. The whole metropolitan area was to be divided into six election districts, five to elect one representative and Boston (sixth), to elect three, while in addition there was to be a salaried chairman appointed by the governor. Under this authority were to be placed all powers then exercised by the Metropolitan Park Commission and the Metropolitan Water and Sewage Board, as well as all municipal fire departments, certain public schools (that is, special, industrial and vocational), public hospitals and charitable institutions, but the police were to be under a chief appointed by the governor for the entire district.

In 1924, James M. Curley, mayor of Boston, proposed the creation of a "Greater Boston" by the consolidation into one municipality (following a referendum vote of approval) of all cities and towns lying wholly or partly within ten miles of the State House. Pending the meeting of a charter commission to make permanent arrangements for the government of the area, the city councils, boards of selectmen and mayors of the communities involved were to act as a city council of the greater city, and the mayor of the largest city was to continue as mayor of "Greater Boston" until the expiration of his term. But these plans (and many other modifications of them) were all vigorously opposed and failed to pass the Legislature.

#### When the Step Is Taken

On the whole the plans looking towards a metropolitan Boston have involved at one extreme, outright annexation to Boston, and at the other, borough government, while in between have fallen advisory councils and special commissions. If Boston is to take a leaf from London's book of experience, it will be to turn towards borough government—the proposals nearest to it being those of the Metropolitan District Commission of 1896 and of the Massachusetts Real Estate Exchange in 1911. Should this time ever come, the London County Council will invite attention to devices that it has found workable—particularly:

The abandonment of existing local units as representative districts for the central authority of the new area, and the creation of other and larger units for that purpose.

The Metropolitan Board of Works (and in Boston the Metropolitan District Commission) as a nucleus of powers to be transferred to the new authority.

The maintenance of local units within the area as important subsidiary agencies for increased administrative services as well as for perpetuating ideals of self government and civic interests.

The use of a standing committee of local units within the area to maintain local integrity and to serve as a common spokesman before the metropolitan authority.

The control of police by outside central authority extending throughout the entire metropolitan area.

The idea of functional representation in the formation of necessary special boards and commissions—as the Port of London Authority is composed of eighteen elected members, seventeen by payers of dues, wharfingers and users of river craft, and one by the wharfingers alone, and ten appointed members, one by the Admiralty, two by the minister of transport, four by the London County Council and two by the city corporation.

And finally, no matter how far seeing, it is difficult to think clearly in terms of new dimensions, and London has shown that its metropolitan problem of a generation ago was only the first step

down a long vista of "Greater Londons." The metropolitan charter commission that will some day be called upon to solve the vexing problems of the Boston region must make provision for that sobering thought: There will always be a Greater Boston.

## Bridge Advanced Instead of Tunnel

### Mayor Curley Sends Experts to Washington for War Dept. Ruling

An unexpected turn in the East Boston traffic tunnel dispute developed at yesterday's conference which Mayor Curley had with various city and State officials interested, when Everett E. Stone of the Public Utilities Commission presented a bridge proposal, with the remark that a four-lane bridge with two rapid transit tracks, might be built at the cost of a two-lane tunnel.

The bridge proposal failed to receive much favorable sentiment, as ten of the experts, on a show of hands, continued to favor the tunnel, while Commissioner Stone and Courtenay Guild and Judge Joseph A. Sheehan of the Finance Commission were the only persons present indicating favor of consideration of the change.

At the request of the mayor, however, members of the Transit Commission, together with Mr. Stone and Henry I. Harriman, agreed to go to Washington immediately to confer with the War Department. If the Federal officials declare that the bridge must stretch 200 feet above mean high water, the plan would be abandoned. To reach that height the approaches would have to be too long.

Expressing a deep disregard for the land speculators who planned to make a big profit at the expense of the city, Mayor Curley announced that he was inclined to favor the bridge if the Boston terminal could be placed on city-owned land in the market district. This would wipe out the markets. Property owners in the market district have protested to the mayor that they would sell their property at half the assessed value in appealing for reductions of from 50 to 90 per cent of the betterment assessments levied to pay for the widening of Dock square.

Chairman Frederic H. Fay of the City Planning Board and Chief Engineer Ernest R. Springer of the Boston Transit Department read off the list of long bridges which have been built in recent years and declared that they have been eminently successful in paying for themselves through tolls, in many cases in much shorter periods than was anticipated.

Mr. Harriman, among others, stated that there was much to be said in favor of a bridge, but he reserved his vote as did several more experts, insisting that the entire matter should be given further study.

The mayor pointed out that he did not want to seem to be holding up the proposed tunnel and announced that he was anxious to start the construction of some form of connection between East Boston and the mainland, which he said would benefit the north shore more than the city.

Among members of yesterday's conference who were invited to return for a second meeting after the bridge costs are reported back by the Washington delegation were Colonel Sullivan, Nathan A. Heller and James B. Noyes with Chief Engineer Springer of the transit department; President Henry I. Harriman of

the Chamber of Commerce, Commissioner Stone of the Metropolitan planning division, General Hale of the State public works department, Joseph A. Rourke, recently appointed city public works commissioner; Chairman Fay, Robert Whidden, Edward H. Hoyt and Secretary Elisabeth M. Herlihy of the City Planning Board; Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild of the Finance Commission; Chairman William P. Long of the Park Commission and William J. McDonald.

## CURLEY CLAIMS BRIDGE BETTER THAN TUNNEL

### Says Cost Would Be Same but Revenue More, in East Boston Project

Contemplation of a \$16,000,000 East Boston traffic tunnel under the harbor has given way suddenly to consideration of a bridge instead, due to Mayor Curley's first official participation in the discussion, in which he declared that twice as much revenue would be obtained from a bridge with no greater initial cost than that involved in a subway.

City officials have waited for an expression of opinion by Mayor Curley on the proposed project and it came in the form of a supporting vote for plans submitted by Everett E. Stone of the Public Utilities Commission, calling for a substitution of the tunnel by a bridge.

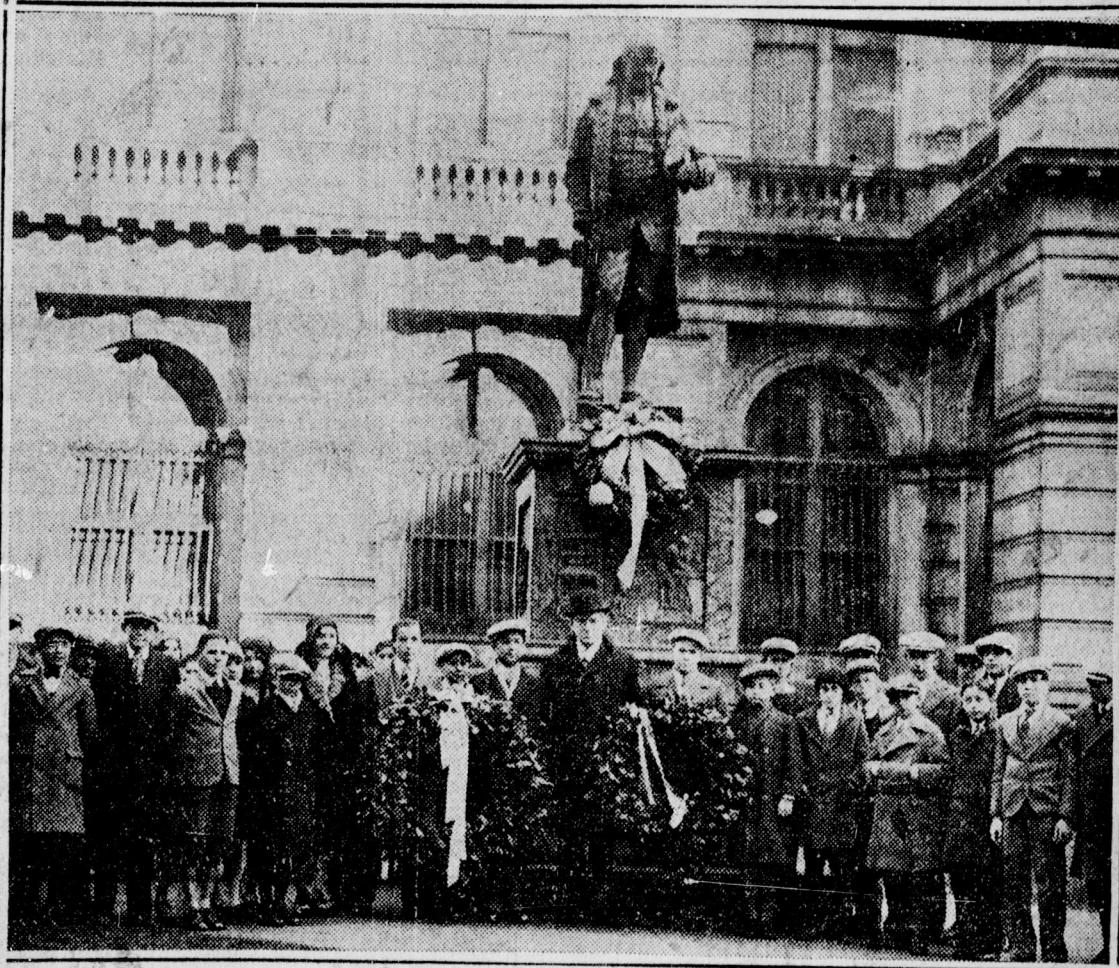
The height of the proposed bridge is the point with which tunnel enthusiasts are most concerned. If a clearance is required by Washington officials of more than 150 to 155 feet, plans would be abandoned by local supporters and the tunnel project continued. It was stated that a bridge with a clearance of more than 155 feet would require too steep a grade for traffic unless the bridge was started far back on both sides of the shore. The highest bridge clearance of the several spans in New York City is 135 feet. And this is said to give ample room for the highest vessels to pass.

If Washington authorities allow a 150 to 155-foot clearance, there should be no further serious obstacle to Mayor Curley's proposal to construct a bridge. The greater revenue which Mayor Curley expects would be derived from the bridge would enable the city to pay for it in one-half the time that would be required for financing the tunnel, it was said. In addition to this, Mr. Stone advanced the theory that in the end, the tunnel would probably cost more than the anticipated \$16,000,000, while the erection of a bridge would probably fall below the smaller figure.

CLOSED 1/13/30 P.M.

# PRINTING CLASSES ON ANNUAL VISIT TO FRANKLIN'S STATUE

## Mayor Curley Gives Address as Pupils Place Wreath and Conduct Exercises at City Hall



SCHOOL PUPILS PLACING WREATH ON BENJAMIN FRANKLIN'S STATUE AT CITY HALL. MAYOR CURLEY IN CENTER

Pupils of the printing classes of the Boston intermediate schools made their annual visit to the Benjamin Franklin statue on the School-st lawn of City Hall this forenoon, placing a wreath on it and holding exercises appropriate to their 10th year celebration of Franklin's birth anniversary.

This year the celebration was under direction of the Dearborn School, in Roxbury, which Mayor Curley attended as a boy. The Mayor addressed the boys and the boys presented their program, which was witnessed by a number of passers-by.

Due to the cold, the Mayor invited the boys to come into his office, where he continued his remarks and presented the lads with copies of the city

records and statistics. He told of his attendance at the Dearborn School, and urged them to follow the example set by Franklin, who, though coming from a poor family, became a personality through his own efforts that placed him on a plane of equality with Washington and Jefferson.

Earl Clark was the announcer for the group of youthful printers. Thomas Foran, also from the Dearborn School, recited one of Franklin's addresses. A recitation of Poor Richard's sayings was given by a representative of each of the following schools: Joseph H. Barnes, Theodore

Lyman, Abraham Lincoln, Hancock, Thomas N. Hart, Henry L. Pierce, Quincy, Oliver Wendell Holmes, Sherwin, William Barton Rogers, Donald McKav, Dearborn, Warren, Christopher

Gibson, Theodore Roosevelt, Washington Irving, Winslow, Washington, Elliot, E. P. Telleston and Agassiz.

There was music by a chorus from the Dearborn School, singing under direction of Miss Roma Murphy. The Dearborn School program was directed by Mrs. Louise C. Macdonald. The celebration has been conducted for 10 years by Miss Loretta J. Curran, first assistant in manual arts, assisted by teachers from the different schools.

The wreath, presented by Charles McLean and Frank Toy, was paid for by voluntary contributions of pennies by the children.

# BRIDGE PLAN UP TO WAR DEPT.

**East Boston Span Project  
Likely to Be Condemned  
by United States**

Mayor Curley's stated preference for a toll bridge to East Boston hinges on the decision of the chief of the engineer corps of the army as to the minimum clearance of a bridge over the main ship channel.

Maj.-Gen. Lytle D. Brown, chief of the corps in Washington, has stated positively that the war department will insist on a 200-foot clearance for any bridge to East Boston across Boston harbor. He stated that he could not make any decision on the matter at this time, and would not have to consider it until it has first been submitted to Col. W. J. Barden, division engineer in New York.

The major-general did say, however, that, offhand, he thought the same condition applying to New York would apply in the upper Boston harbor.

The preference of the Mayor for a bridge has held up all plans for the \$16,000,000 tunnel. By his order, and with the approval of Henry I. Harriman of the metropolitan planning division and Chairman Frederick H. Fay of the city planning board, the transit commission with Everett E. Stone of the public utilities commission, will ask the war department next week for the minimum clearance it will allow for the centre of a bridge which would span the harbor.

If the decision specifies that a clearance of 200 feet, as has been demanded in New York will be insisted on, the bridge project will be abandoned. On the other hand, if the ruling places the limit at 150 or 155 feet, Mayor Curley will not encounter any insurmountable difficulties in the preparation of plans for a bridge.

If the bridge plan is not practicable, a group of Boston business men interested primarily in relief of traffic congestion will urge upon the mayor consideration of a new tunnel plan which would utilize the site of historic Quincy market as the Boston approach to the tunnel. The East Boston end would be at Porter street.

Increased revenue was given today as the reason Mayor Curley disregarded the plans of the several civic bodies favoring the tunnel and decided upon the bridge.

Curley said:

"The revenue from a bridge would be more than 100 per cent. higher than a tunnel. I also believe that those who will derive the most benefit from either a bridge or a tunnel will not be the people of Boston or East Boston, but persons living to the north."

Curley was of the opinion that a four-way bridge with two seven-foot sidewalks could be created for the cost of a two-way tube.

# MAY RUSH ADDITION TO CITY HOSPITAL

To hasten the completion of the building program at the City Hospital, Mayor Curley is willing to include in the appropriation budget this year the \$750,000 which must be raised by direct taxation to comply with the special legislation authorizing the carrying out of the program.

It is believed that \$1,500,000 will be necessary to finance the work which is planned for completion within the next 18 months and at a conference Monday noon with the hospital trustees, the Mayor will learn if plans for proposed buildings are in such shape that arrangements can be made for an immediate start upon new buildings. They include a surgical building, a medical building, an administration building and dormitories for nurses, internes and orderlies.

GLOBE 1/17/30 P.M.

# BRIDGE PLAN LARGELY UP TO WAR DEPARTMENT

**Decision on Clearance Big Factor in Disposition of  
East Boston Project**

Whether or not a bridge can be substituted for the projected \$16,000,000 vehicular traffic tunnel to connect East Boston with the mainland depends chiefly on whether the War Department insists upon a 200-foot or a 155-foot clearance in midstream for the bridge.

Chairman Thomas F. Sullivan, in a telephonic talk this noon with Col W. J. Barden, at New York, division engineer of the United States Engineering Corps, was reminded by that official that the War Department has just refused to sanction plans for the so-called Tri-Borough Bridge, projected to cross the Harlem at 57th st, the ban being on any such bridge having a clearance of less than 200 feet, so what will happen to the plans for the projected New York bridge is problematical.

The East Boston bridge scheme was suggested yesterday at a conference of public officials called at City Hall by Mayor Curley, at which a bridge plan, prepared by Everett E. Stone of the State Public Utilities Commission, was presented.

Brooklyn Bridge, built some 40 years ago, before the development of the modern battleships, has a clearance of only 133 feet, whereas the Manhattan, Williamsburg, Queensboro and Hell Gate Bridges have 135-foot clearances above midstream line.

Approaching Brooklyn Navy Yard from the east, naval craft must pass beneath Hell Gate, Williamsburg and Queensboro Bridges, and approaching it from the west, craft must pass beneath Brooklyn and Manhattan Bridges.

If the War Department allowed Boston to build an East Boston Bridge with a clearance of only 155 feet, the cost would be far less, because the

length of the bridge could thus be greatly lessened.

Engineers, consulted this afternoon, reckoned that a bridge with a 200-foot clearance would have to be so long that its entrances would be near the base of Beacon Hill or in the vicinity of Bowdoin sq, and in Day st, East Boston, well out toward Orient Heights.

## New York Bridges

Brooklyn Bridge, the best known of New York's bridges and the marvel of its earlier years, was opened to public travel in 1883, having a total length of 6016 feet, the length of its span being 1595.5 feet. Its initial cost \$25,094,577, of which \$7,185,165 was paid for land damages.

Williamsburg Bridge, completed in 1903, at a total cost of \$24,188,090, land damages costing \$9,096,593 of this, is 7308 feet long and has a 1600 foot span.

Queensboro Bridge, opened 1909, is 7449 feet long, has a span of 1182 feet, cost \$17,591,762, of which \$4,719,398 went for land damages.

Manhattan Bridge, also opened in 1909, is 6355 feet long, has a 1470-foot span, and nearly half the total cost of \$31,084,705 went for land damages.

These four major bridges are owned by New York city, as are the smaller Washington and 3d-av Bridges. The length of 18,000 feet, was opened in 1912, at a total cost of \$15,000,000.

POST 1/17/30

# M'GLENNEN QUILTS 1/17 AFTER 30 YEARS

## Veteran City Registrar Now to Devote His Time to Locating Historic Sites in Boston

Retiring from office Jan. 31, after 30 years of service as chief keeper of the records of Boston's births, marriages and deaths, "Ned" McGlenen, veteran city registrar, is going to treat himself at last to a real bust. He's going to make the most of his long-awaited independence, news of which was given out with a group of other retirements yesterday.

Freed from the dusty archives and ponderous files which have been his responsibility for half a lifetime, Mr. McGlenen plans to prove himself a worthy emulator of the oft-quoted mailman who took a long walk to celebrate his day off.

"Ned" is going to quit preserving statistics for a salary—and is going to start preserving statistics for the fun of it.

He has two principal ambitions now. First, he wants to collect the data required for the completion of his half-finished book on the Boston of bygone times. Secondly—and this is the more important of "Ned's" two projects—he wants to have a hand in arranging that the Hub's historic points of interest be properly marked before this summer's tercentenary guests come flocking into town.

Perhaps because he has been so long employed in modern-day bookkeeping for posterity, the outgoing registrar is inclined to take to heart the laxness of the guardians of the ledgers of the past.

"Ned" McGlenen is worried lest Boston, grown to be a great metropolis, forget its struggling, though glorious, beginnings. He, himself, has already been instrumental in obtaining and placing bronze tablets to call attention to more than one significant site. Many more locations of great interest remain unidentified, however, the registrar asserts.

His work from now on—and he's only 75—will be to use his influence and his knowledge for the furtherance of the erection of some scores of new markers, he said last night.

Close acquaintances declare that McGlenen is equipped as are few other men for his chosen task. He has for years been a student of first-hand accounts of Boston happenings and personages of Colonial times. He has brought light to a considerable number of controversial points in Massachusetts history.

### Different Task

Particularly in connection with the legend of Paul Revere's ride "Ned" McGlenen dug up from obscure sources valuable information. The facts which he established were instrumental in determining where memorials should be placed along the route of the famous gallop of "18th of April in '75."

The registrar pointed out last night that the marking of historic sites in Boston, as in other large cities, is becoming increasingly difficult from year to year.

Modern buildings, he said, are of such construction that they do not lend themselves well to the fixing of tablets where the eye of the passerby can be attracted by them.

Store fronts, for instance, present an area almost wholly of plate glass, he declared. So valuable is the display space that advertising managers fight bitterly against the sacrifice of so much as a square foot for such "crank notions" as the labelling some dead-and-gone statesman's birthplace.

Big office buildings, too, are apt to give the street levels to arcades or ornamental entrances, with room for everything—except bronze tablets.

"It isn't a job that can be done without effort," said Registrar McGlenen, referring to his self-imposed task of keeping Boston, 1930, aware of Boston, 1630. "Still, folks can be made to think, if they're prodded often enough. At heart, Bostonians are proud of their city. I'm proud of it, and I'm only one of thousands."

### 30 Years in Office

"Ned" McGlenen's formal retirement was approved by the retirement board yesterday. He had completed just 30 years in office. He had been connected with the city registry for a total of 36 years. He was appointed registrar by Mayor Hart in 1900.

McGlenen was born in the West End, July 11, 1854. His father was Harry McGlenen, printer and theatrical man. "Ned," after graduation from the Boston public schools, was for several years associated with Harry W. French, noted lecturer. Later he entered the advertising field. In 1891 he was appointed secretary to Mayor Matthews. In 1894 he was placed in charge of the ancient records department, then a bureau of the city registry.

First as a subordinate, then as chief, he remained in the registry until yesterday. His long experience in the marriage license bureau caused him to be a much sought after authority on the foibles of youthful love. His philosophical observations made him good newspaper "copy" for a quarter of a century.

Although empowered by law to perform marriage ceremonies, Registrar McGlenen never once in his career availed himself of his official privilege.

He believed that men and women should be joined in matrimony only by an ordained clergyman. The fees which he refused would have totalled thousands of dollars.

For the immediate present, Mr. McGlenen will remain in seclusion at his home, 8 Lombard street, Dorchester. His health has been poor, but he is now convalescing. He hopes to begin work on his history and on his marker project before warm weather.

### Others to Retire

Among other well known city officials to retire are Public Works Commissioner James H. Sullivan of 114 Melville avenue, Dorchester, who will retire at the end of this month at the age of 70, following 41 years in the city service. Deputy Police Superintendent Thomas C. Evans, after 47 years, and Assistant Librarian Margaret S. Barton of the Dorchester branch, after 44 years.

Additional retirements included Architect George Flinneran of the building department, Ladderman Harold W. Berry of Ladder 26, Annie T. Bartley of the health department; Thomas J. Godwin, John J. Burnes and John Costello of the park department, John F. Birch of the city printing plant, Edward F. Riley, James Doherty, Patrick Ford and Francis P. McHugh of the public works department, Margaret E. Ring of the school department and Daniel H. Sullivan of the schochouse department.

## TO WIDEN CHARLES ST.

### Included in Plans for Basin Improvements

Former Representative Martin M. Lomasney of the West End, Mrs. James J. Storrow and a group of expert public officials were invited yesterday by Mayor Curley to attend a conference at his office on Monday afternoon to discuss plans for the Charles River Basin improvements and the widening of Charles street.

Mrs. Storrow has made \$1,000,000 available for the proposed development and the city will spend a similar amount to fill in the Boston shore of the Basin in extending the Charlesbank gymnasium on the water side to make up for the strip which will be taken for the Charles street widening.

For two years former Representative Lomasney has been urging action by the city in this matter. His plan also calls for the erection of a bathhouse and the creation of a bathing beach at Brighton street on land which was filled in on the harbor side of the dam by the Boston & Maine railroad and turned over to the State.

Post 1/17/30

# CURLEY FOR NEW BRIDGE

## Favors Span Instead of Tunnel if Approaches Can Be Built on City Land---War Depart- ment Attitude Big Factor

If 200 Feet Height Is  
Needed Plan to Be  
Abandoned

### COMMITTEE TO GET INFORMATION AT ONCE

If Ruling Is Adverse  
Work on Tunnel  
Will Start

BY WILTON VAUGH

Plans for the construction of a traffic bridge over the harbor from Faneuil Hall square to Chelsea and Porter streets, East Boston, forged to the front yesterday, sending into partial eclipse the proposed \$16,000,000 tunnel at a conference of tunnel experts called by Mayor Curley at City Hall.

The bridge proposal was presented to the conference by Everett E. Stone, member of the State Public Utilities Commission and the Metropolitan Planning Division, who estimated that a four-lane bridge with two rapid transit

tracks might be built at the cost of the two-lane tunnel.

As the cost of the bridge would be determined by the height which would be required by the War Department so that the structure would not interfere with battleships entering and leaving the Charlestown Navy Yard, the Transit Commission with Henry L. Harriman and Mr. Stone planned to leave immediately for Washington to bring back the facts.

If the War Department orders that the bridge must stretch 200 feet above mean high water in the harbor, then the bridge plan will be thrown out the window and Mayor Curley will go ahead with plans for a tunnel. For to reach that height with a convenient grade, the approaches to the bridge would have to be too long, costing too much.

#### Mayor for Bridge, Conditionally

Expressing a deep disregard for the land speculators who planned to make a big profit at the expense of the city, Mayor Curley announced that he was inclined to favor the bridge if the Boston terminal could be placed on city-owned land in the market district.

This would wipe out the Faneuil Hall and Quincy markets, where the operators of the stalls have demanded a sharp reduction in rents paid to the city, claiming that since the advent of the chain stores in every neighborhood of the city, the market has not been what it ought to have been. Property owners in the market district have protested to the Mayor that they would sell their property at half the assessed value in appealing for reductions of from 50 to 90 per cent of the betterment assessments levied to pay for the widening of Dock square.

#### Ten Experts Favor Tunnel

Chairman Frederic H. Fay of the City Planning Board and Chief Engineer Ernest R. Springer of the Boston Transit Department read off the list of long bridges which have been built in recent years and declared that they have been eminently successful in paying for themselves through tolls, in many cases in

much shorter periods than was anticipated.

On a show of hands, 10 of the experts continued to favor the tunnel, while Commissioner Stone, with Finance Commissioners Courtenay Guild and Judge Joseph A. Sheehan, lent their plans to the bridge proposal.

Mr. Harriman, among others, stated that there was much to be said in favor of a bridge, but he reserved his vote as did several more experts, insisting that the entire matter should be given further study.

#### Mayor Eager for Fast Action

The Mayor pointed out that he did not want to seem to be holding up the proposed tunnel and announced that he was anxious to start the construction of some form of connection between East Boston and the mainland, which he said would benefit the north shore more than the city.

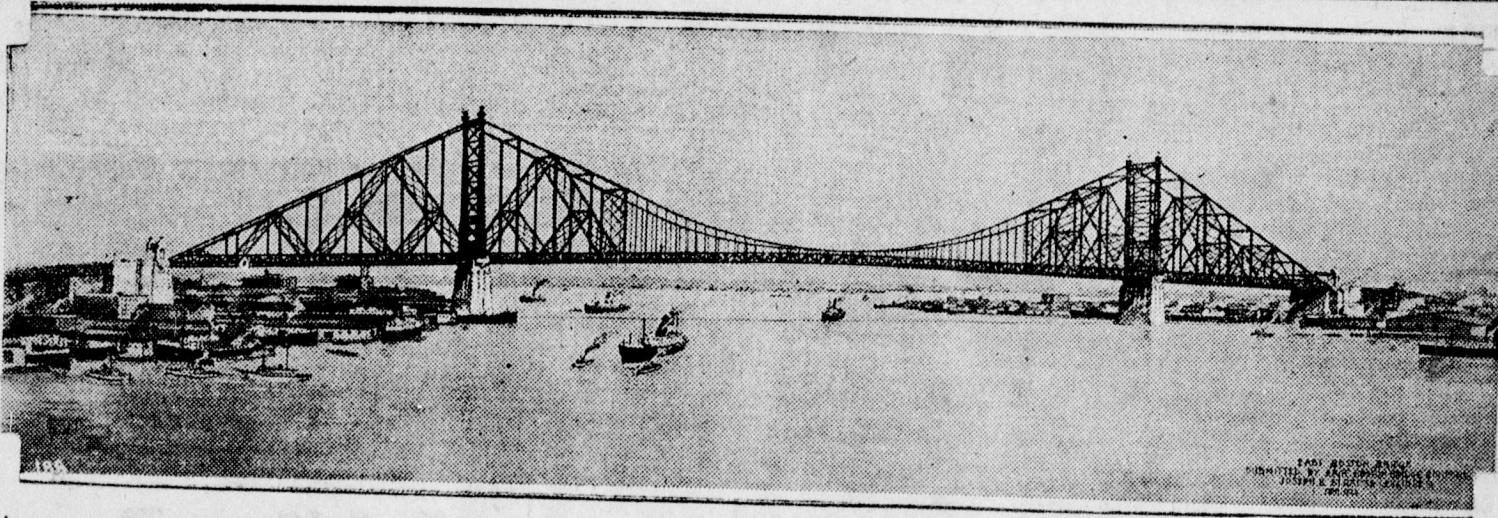
Mr. Harriman suggested that figures could be obtained from the War Department within a month which would determine the cost of a proposed bridge, but Chairman Frank A. Goodwin of the Finance Commission and Colonel Thomas F. Sullivan, chairman of the Transit Commission, indicated that the opinion of the War Department could be learned in 48 hours by a visit to Washington.

For this reason, the Mayor requested the members of the Transit Commission, with Mr. Harriman and Mr. Stone, to leave for Washington today and report back to him without delay. If the height ordered by the War Department should make the cost of the bridge prohibitive, then the city will decide finally on the tunnel.

#### Among Those Present

Among members of yesterday's conference who were invited to return for a second meeting after the bridge costs are reported back by the Washington delegation were Colonel Sullivan, Nathan A. Heller and James B. Noyes with Chief Engineer Springer of the transit department; President Henry L. Harriman of the Chamber of Commerce, Commissioner Stone of the Metropolitan planning division, General Hale of the

## How Proposed Bridge to East Boston Would Appear



Announcement of Mayor Curley's preference for a bridge over the harbor from the city proper to East Boston instead of a vehicular tunnel revives interest in this plan for a \$13,000,000 span proposed in 1926. Sponsors of this bridge plan included Gen. Edward L. Logan, former State Treasurer James Jackson and associates of the East Boston Bridge Company. The bridge

was designed by Joseph B. Straus, Chicago consulting engineer, engaged by the bridge company. The approach in Boston would be near Fort Hill sq., run parallel with Atlantic ave. and turn near Lewis wharf, then cross the harbor to the line of South Ferry slip, with approaches on the East Boston side at Chelsea and Porter sts., near Central sq.

As Bostonians know from abundant and bitter experience, the worst feature of the labor situation in the building trades is the so-called "jurisdictional strike." In these dog-in-the-manger fights, one trade disputes with another as to whose right it is to do some particular part—sometimes a very small part—of a building job. Swiftly the argument comes to a deadlock. Both unions pick up their tools and quit all work. To the men themselves this frequently results in heavy loss of wages, while upon investors and builders there falls a weighty burden of the costs of delay amounting, during the last three years, to many millions of dollars a year.

In the building trades the most unfortunate aspect of the "jurisdictional strike" is that it belies its own name. The task of securing a settlement does not seem to lie within the jurisdiction of any person or board whatsoever. In 1927 the building trades withdrew from the National Board of Jurisdictional Awards. This tribunal had settled many perplexing disputes and was instrumental in maintaining sound conditions in the building industry. But necessarily there was at least one loser by each decision, and in the end the disgruntled factions clamored for the old board's abolition. Then from the frying pan they found themselves fallen into the fire. Jurisdictional disputes have grown more and more prevalent in the building trades since 1927, and without any final power to settle them, the economic burden has been much worse than ever.

Such is the situation which turns all eyes hopefully toward a promise of relief which may become a reality at Tampa, Florida, next week. There, on Jan. 24, proceeding in line with President Hoover's prosperity program, and acting at the specific request of the building trades department of the American Federation of Labor, the National Association of Building Trades Employers will meet union officials to discuss and promote plans for the establishment of a new adjustment board. We earnestly hope that this undertaking will be carried forward to a successful conclusion. Union labor, for its part, should realize that nothing is so harmful to its own cause as these dog-in-the-manger strikes which treat the public to the ridiculous spectacle of a dispute, for example, between carpenters and lathers as to who should place a small metal fire-proofing strip on the doors of a new Boston municipal hospital, and at the same time cause weeks of delay in the construction of the whole building. Indeed, all branches of the building industry must recognize, we believe, that the establishment of an efficient adjustment board would serve to increase public confidence in the industry, and so to stimulate building in general. The importance of such progress to the nation's economic prosperity as a whole is well known.

contd

Post 1/17/30

STATE PUBLIC WORKS DEPARTMENT, BOSTON  
A. Rourke, recently appointed city public works commissioner; Chairman Fay, Robert Whidden, Edward H. Hoyt and Secretary Elisabeth M. Herlihy of the City Planning Board; Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild of the Finance Commission; Chairman William P. Long of the Park Commission and William J. McDonald.

# DOWNTOWN PROPERTY OVERTAXED

## Goodwin Raps Insurance, Cost of Schools, Prohibition

In a sharp attack on real estate experts who "give whatever opinion they are paid to give" in land damage cases, and "insurance hogs" who "are responsible for the present fire insurance rates," Frank A. Goodwin, chairman of the Boston Finance Commission, speaking before more than 200 members of the Boston Real Estate Exchange at a luncheon yesterday at their headquarters, 7 Water street, declared that downtown real estate was in real "bad shape" due to over-valuation, the high cost of insurance, high taxes, partly the result of the high cost of running our schools—and prohibition.

### BURDEN ON REAL ESTATE

He urged that the city discard the "pay-as-you-go" policy of conducting its affairs and go out and borrow money to spread out the burden. He maintained that the real estate of today is paying the burden of the past as well as its own.

His attack on "some real estate experts" was received with enthusiasm by the realtor body as he cited some of the land damage cases in which the city paid exorbitant prices. He declared that "everybody it seems wants to get the city by the throat when it starts to buy anything," and placed the chief responsibility squarely upon the shoulders of the real estate experts.

In discussing over-valuation of property Mr. Goodwin maintained that "it was about time for a re-valuation of Boston." He decried the present archaic and ancient methods of valuing property and added that it was vital that Boston get up to date.

### Downtown Drawbacks

Goodwin propounded six causes for the bad shape of downtown real estate: 1. over-valuation; 2. high cost of fire insurance; 3. rapid growth of suburban

sections and chain stores; 4. prohibition; 5. traffic congestion, and 6. high taxes.

Mr. Goodwin declared that "prohibition has had something to do with the condition of property downtown, particularly in the market district, for in the good old days residents of many no-license communities used to come into Boston and buy many things."

He said, "One of the heavy charges on real estate is fire insurance and it is the opinion of everyone, except insurance people, that these charges are exorbitant. The time has come for these insurance hogs to be satisfied with less or they will kill the goose that lays the golden egg."

"The principal argument advanced for not reducing the rates is that Boston is paying no more than other cities with equal fire losses. In other words, as long as they can get away with exorbitant rates in other cities throughout the country, Boston must also take the rap.

"You real estate owners will get a cut in insurance only when you fight for it."

### Real Estate Overtaxed

"Another tremendous drag on real estate can be attributed to increasing taxation," Mr. Goodwin said. "The greater part of the burden of this increasing cost of government falls upon real estate."

"During the 10-year period from 1919 to 1929, the valuation of property in Boston increased from about \$1,500,000,000 to \$1,950,000,000, or 30 per cent, while during that same period tax warrant rose from about \$36,000,000 to \$56,000,000—an increase of 55 per cent.

"In the 20-year period from 1909 to 1928, valuations increased from about \$1,350,000,000 to \$1,950,000,000, or an increase of 44 per cent, while the tax warrant rose from about \$22,764,000 to \$56,262,000—an increase of 150 per cent.

"It is apparent from these figures, of course, that real estate has been taxed tremendously by the increasing cost of government. One of the principal causes of this is the tremendous cost of running our schools. "What we need in Boston is someone with nerve enough to investigate the administration of the schools, who will not be frightened by the cry that you can't investigate the schools except by having it done by educators.

"The only result that can be obtained from an investigation of our educational facilities by educators is a white-wash, and if any recommendations are made at all they are bound to be that we spend more money for fads, frills and fancies."

## DR. O'BRIEN MADE SANATORIUM HEAD

Dr. John F. O'Brien of Charlestown was appointed yesterday by Mayor Curley to serve as assistant-superintendent of the City Hospital in charge of the Mattapan Sanatorium, to fill the vacancy caused by the recent death of Dr. Arthur J. White.

In discussing his hospital plans, the Mayor announced that he will confer Monday with the City Hospital trustees to press a building programme costing \$2,500,000 for the erection of a surgical building, medical building, administration building and dormitories during the current year.

### GET TO WORK!

The East Boston traffic tunnel seems fated for interminable delays and wrangles despite the urgent need for action.

The latest hampering move is the revival of the discredited idea of a bridge instead of a tunnel. The bridge scheme was thoroughly discussed several years ago and discarded. A vast majority of the people, who were eager for better transportation to East Boston and the north shore, demanded the tunnel.

The Legislature, after long discussion, put its "OK" on the tunnel proposition. The bridge plan had few friends in comparison with the multitude favoring the tunnel.

What is the sense, at this late day, of dragging the discarded bridge idea into the discussion? The only object, apparently, is to stall off the whole proposition of giving East Boston and the north shore a badly needed traffic highway.

The sensible thing to do is to iron out the disagreements concerning the tunnel terminals and other matters and to start the digging on the tunnel as soon as possible.

## SPEND \$100,000 ON ARMY BASE

### Terminal to Be Put in First Class Shape

In line with President Hoover's recommendation that all possible work be done at the present time to relieve the unemployment situation, the United States Shipping Board will undertake a periodical overhauling of the Army Base, South Boston, which it owns, just as soon as the weather becomes settled. The division of real estate and terminals, having charge of the pier properties, will spend approximately \$100,000, it is understood, in putting Boston's biggest steamship terminal in first-class shape. The work will include repairs to the piling, walls, sheds and equipment, as well as painting, and resurfacing.

The Base is under a five-year lease to the Bay State Shipping Company of this city, which took over operations a year ago.

AMERICAN 1/17/30

GLOBE 1/17/30 P.M.

AMERICAN 1/17/30

# MAYOR LEADS IN CITY HALL CEREMONIES

*Wreath Purchased With Pennies of Pupils Is Placed Beside the Statue*

Mayor Curley officiated today at the school children's celebration of the 224th anniversary of the birth of Benjamin Franklin, under the direction of his old school, the Dearborn school, John C. Riley principal.

The exercises took place in the City Hall grounds at the Franklin statue, a wreath being placed by Charles McLean and Frank Toy, pupils.

Some 125 boys and girls were present and listened to the mayor's address on the life of Franklin, during which he urged them to emulate the great philosopher and patriot by being frugal, truthful, sober and obedient.

Mayor Curley touched briefly on his own early days as a pupil in the Old Dearborn school in Roxbury.

A chorus of children under the direction of Miss Roma Murphy, sang: "To Thee, Oh Country," and speeches were made by Earl Clark and Thomas Foran, pupils. Foran read an address of Franklin's, and recitations from "Poor Richard" were given by other children, representing different schools.

The exercises, which were under the immediate direction of Miss Louis C. Macdonald, were the 10th of their kind and were participated in by pupils studying printing in the intermediate classes. The wreath was paid for by pennies contributed by the children.

Post 1/17/30

## School Children Will Honor Franklin Today

Tribute to the memory of Benjamin Franklin on the occasion of his anniversary will be paid today by the children of the Dearborn school, Roxbury, who will adorn his statue in front of City Hall with a wreath at 10:30 o'clock this morning.

Mayor Curley will make a short address to the pupils of the school which he himself attended as a youth in Roxbury, concluding the exercises on the School street lawn.

## LUNCHEON FOR JAPANESE CONSUL

*Given at the Copley-Plaza by Mayor Curley*

A luncheon was given this noon at the Copley-Plaza Hotel by the Hon James M. Curley, Mayor of Boston, to His Excellency the Hon Setsuzo Sawada, Consul General of the Imperial Government of Japan, representatives of the Nation, State, city, the Army, Navy, Marine Corps, bench and bar, educators and finance and industry were present to welcome the guest.

Seated at the head table with His Excellency Setsuzo Sawada and Mayor Curley were Justice Crosby of the Supreme Court, Justice Morton of the Superior Court, Lieut Commander O. Sugimoto of the Imperial Japanese Navy, Gen Preston Brown, U. S. A.; Judge Bishop of the Superior Court, Henry I. Harriman, Lieut Col W. T. Headley, U. S. M. C.; Hon Joseph C. Flamand, French Consul; Hon Pio Margotti, Italian Consul; Hon John F. Fitzgerald, Dist Atty William J. Foley, M. G. Lynch, president of the City Council; Prof Thomas M. Carver, an officer of the Japanese Society; Hon Kurt Von Tippelskirch, German Consul, among others.

## Post 1/17/30 HAYMARKET SQUARE WORST TRAFFIC SPOT

Joseph A. Conry, Mayor Curley's appointee to the office of traffic commissioner, betrayed himself last night as well aware of the woe he is about to shoulder.

Speaking at the Boston City Club, Mr. Conry attempted to avoid the subject of his future policies.

One revealing remark escaped him, however.

"Swimming the English Channel," he declared, "isn't half the stunt which every Boston citizen essays when he boasts the traffic of Haymarket square."

After an introduction by Mr. Conry, Corporation Counsel Samuel Silverman spoke for Mayor Curley, who, though scheduled to give the address of the evening, was unable to be present.

## Post 1/17/30 UNIFORMS TO BE

### MADE BY HUB FIRMS

Boston tailors will be given the preference in future awards of contracts for making uniforms for the police of this city, Mayor Curley announced yesterday, following a conference with Police Commissioner Wilson at City Hall.

On the protest of the Central Labor Union that the contracts recently have been awarded to Philadelphia concerns, while competent local tailoring houses were turned down, the Mayor and the police commissioner held a short session, at which they decided that every effort would be made to foster business here.

## CURLEY FAVORS HARBOR BRIDGE PROJECT

Probability that the War Department at Washington will insist upon a 200-foot clearance for any bridge across Boston harbor, loomed today as a serious obstacle to the plan to substitute a toll bridge for the much-mooted East Boston vehicular tunnel.

Dispatches from Washington quoted Gen. Lytle D. Brown, chief of the engineers corps of the army, as of the opinion that such a clearance would be necessary.

"Of course, I cannot make any decision now," Gen. Brown was quoted, "but if this bridge is to cross any main ship channel it must have 200 feet clearance. Off-hand I should think that the same conditions applying in New York harbor would apply in upper Boston harbor.

The bridge project came to the forefront at a meeting of planning experts in City Hall, where Everett E. Stone, member of the Public Utilities Commission and the Metropolitan Planning Division, presented plans for a span.

Mayor Curley bestowed his virtual approval, but in the discussion that followed it was conceded that if the War Department demands a clearance of more than 155 feet, the project must be dropped.

As the cost of the bridge would be determined by the height which would be required by the War Department so that the structure would not interfere with battleships entering and leaving the Charlestown Navy Yard, the transit commission with Henry L. Harriman and Stone planned to leave immediately for Washington to bring back the facts.

Mayor Curley is more interested in the probable revenue from a traffic connection to East Boston than in other phases of the project which, during the last months of the Nichols administration, were matters of bitter controversy.

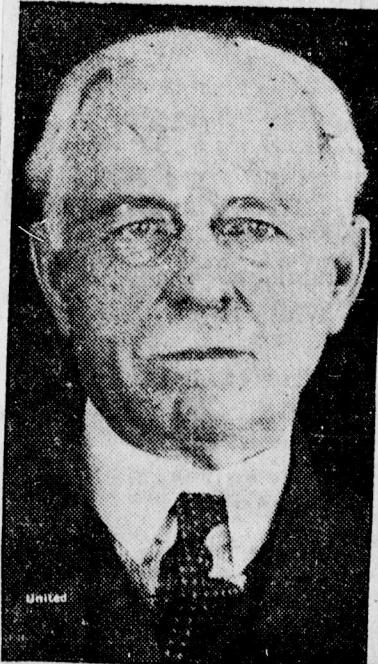
"I believe," he said, "that the revenue from a toll bridge will be at least 100 per cent greater than from a tunnel and I also believe that those who will derive the most valuable benefit from either a bridge or tunnel will not be the people of Boston or East Boston but the people who live to the north of East Boston."

Stone, in his plan, pointed out that although, as a member of the metropolitan planning division a few years ago, he had favored a tunnel, he explained that in the interim, tunnel construction costs had trebled, while the cost of bridges had not changed.

HERALD 1/17/30

# MAYOR HOLDS UP TUNNEL JOB; MAY DECIDE ON BRIDGE

*Argues for Bridge*



**EVERETT E. STONE**  
Member of public utilities commission,  
whose letter Mayor Curley read at yes-  
terday's conference.

## BELIEVES TOLLS WOULD NET CITY TWICE AS MUCH

Favors Span if War De-  
partment Sanctions 150-  
Foot Clearance

## MOVE STARTLES THE CONFERENCE

Realty Operators Get Shock

### —New Project Less Costly

[From Herald Washington Bureau]

WASHINGTON, Jan. 16—**Major** Gen. Lytle D. Brown, chief of the engineer corps of the army, indicated quite positively tonight that the war department will insist on a 200 foot clearance for any bridge to East Boston across Boston harbor. This would appear a serious obstacle to the plans which Mayor Curley disclosed today.

"Of course I cannot make any decision now," said Gen. Brown, "but if this bridge is to cross any main ship channel it must have 200 feet clearance. Off hand I should think the same condition applying at New York would apply in the upper Boston harbor. In any event I shall not have to consider this until it has first been submitted to the division engineer, Col. W. J. Barden in New York."

By JAMES GOGGIN

Mayor Curley held up all plans for the \$16,000,000 East Boston vehicular tunnel yesterday, by expressing a preference for a toll bridge across Boston harbor, which fell just short of a decisive declaration.

His disclaimer of concern about the ultimate fate of the real estate operators whose activity in acquiring property necessary for the consummation of the heretofore accepted Harriman tunnel plan has been denounced by Chairman Frank A. Goodwin of the finance commission, and his prediction that revenue from a toll bridge would be double that from a tunnel, preceded a decision for an immediate investigation of the only obstacle to serious consideration of a bridge project.

By order of the mayor, and with the approval of Henry I. Harriman of the metropolitan planning division and Chairman Frederick H. Fay of the city planning board, the transit commission with Everett E. Stone of the public utilities commission, will seek to learn from the war department, next week, the minimum clearance in the centre of a bridge which will span the harbor.

If the decision specifies that a clearance of 200 feet, as has been demanded

in New York will be insisted on, the bridge project will be abandoned. On the other hand, if the ruling places the limit at 150 or 155 feet, Mayor Curley will not encounter any insurmountable difficulties in the preparation of plans for a bridge.

If the bridge plan is not practicable, a group of Boston business men interested primarily in relief of traffic congestion will urge upon the mayor consideration of a new tunnel plan which would utilize the site of historic Quincy market as the Boston approach to the tunnel. The East Boston end would be at Porter street.

### STARTLING SUDDENNESS

The suddenness with which the mayor shelved consideration of tunnel plans, for which the conference attended by the metropolitan planning division, the city planning board and the finance commission was called, startled the supporters of an underwater traffic route and left them speechless. Announcement of his preference for a bridge created an even more astounding effect among the real estate operators and others who gloomily foresaw the collapse of their carefully laid plans made, according to the charges of Chairman Goodwin, Martin M. Lomasney and others, on advance information of the locations chosen for the portals of the Harriman tunnel.

Mayor Curley is more interested in the probable revenue from a traffic connection to East Boston than in other phases of the project which, during the last months of the Nichols administration, were matters of bitter controversy.

"I believe," he said, "that the revenue from a toll bridge will be at least 100 per cent. greater than from a tunnel and I also believe that those who will derive the most valuable benefit from either a bridge or a tunnel will not be the people of Boston or East Boston but the people who live to the north of East Boston."

In response to a question about a free bridge, the mayor emphatically declared that he was talking of a toll bridge, and he added that there were compelling reasons for his belief that the commonwealth should finance the project, and that under such a plan Boston would pay 27 per cent. of the cost.

At the outset of the conference the mayor read a letter from Mr. Stone of the public utilities commission, who has had much experience in the supervision of the construction of bridges, in which consideration was urged of the desirability of discarding a tunnel for a bridge. Mr. Stone pointed out that although, as a member of the metropolitan planning division a few years ago he had favored a tunnel, he explained

that in the interim, tunnel construction costs had trebled while the cost of bridges had not changed. Whatever change had occurred had been a drop in the price of steel. Mr. Stone argued that a bridge, wide enough for four lines of traffic, and two seven-foot sidewalks, could be erected at a cost not in excess of that of a single tube tunnel with a capacity of but two lines of traffic. He placed the actual cost of a bridge at \$9,000,000, thereby allowing \$7,000,000 for approaches and damages.

Immediately Mayor Curley intimated that he was impressed by the suggestion of a bridge, and for the remainder of the discussion the subject was the clearance which the war department will require.

It was agreed by Col. Sullivan and Mr. Stone that the approach to the bridge, with a centre clearance of 135 feet would be in the vicinity of Hanover street and both were in accord that it would be inadvisable further to extend the approach so that it would cross Washington street.

Mr. Harriman stressed the extraordinary increase in the cost of tunnel construction, cited the jump from 15 cents to 45 cents per cubic yard for excavation under compressed air, and indicated a willingness to participate in a serious study of the bridge plan.

Col. Sullivan questioned the desirability of a five per cent. grade on the approaches, but his statement that it would prove too steep for horse-drawn vehicles, led the mayor to remark that all tunnel plans had been based on the exclusion of horse drawn vehicles.

Chairman Fay said that he was willing to consider the bridge idea if the war department does not make such a plan impossible and he expressed favor for a bridge for four lines of traffic over a tunnel only wide enough for two lines.

Mayor Curley expressed no perturbation over the question of land damages, and pointed out that land and property values from Dock square to Atlantic avenue had decreased substantially in recent years and that the outlook for further decreases could not be discarded. He indicated the district along North and South Market streets to the waterfront, said that the Quincy market figured to be a liability rather than an asset, and that chain-store competition and traffic congestion had crippled business in the market district.

His opinion of the Atlantic avenue waterfront was that its value had shrunk very materially since the construction of Commonwealth pier and the army base in South Boston.

"I do not want to hold this project up," said the mayor, "but Boston is not New York and I am interested to see that any \$16,000,000 or \$20,000,000 project will provide a reasonable return."

The transit commission and Commissioner Stone will confer with war department engineers and if it is found that a bridge can be built, preliminary sketches, if not definite plans, will be available at the next conference.

#### QUINCY MARKET PLAN

##### Proponents Would Use City Property For Tunnel Portal

The doom of Quincy market and the boom of property in the immediate vicinity are contemplated in new plans prepared for the proposed East Boston tunnel.

The plan, which will be presented to Mayor Curley in a few days, would take the Quincy market (not Faneuil hall) and use that property, which belongs to the city of Boston, as the Boston entrance, thus doing away with the taking by eminent domain of valuable parcels privately owned and on which the city would be obliged to pay substantial sums of money.

The Boston business men in back of this plan have taken into consideration that Quincy market is somewhat of an eyesore and that its presence would not lend beauty to the district should surrounding buildings be made over to conform to present day architecture.

HERALD 1/17/30

## Page Heads Reanimated Commission For Marking of Historical Sites

The commission for the marking of historical sites, established by Mayor Curley and allowed to slip into a period of "suspended animation" after friction with Mayor Nichols, has been revived by Mayor Curley and its personnel and program enlarged, it was learned last night.

Walter Gilman Page, prominent Boston and Nantucket artist, who recently resigned from the state art board, has been named chairman of the commission, a position he held at the time Mayor Nichols opened a discussion with the old commission on the propriety of marking church sites in the early days of his administration.

Page's action was followed by Judge Thomas H. Dowd and Judge David A. Lourie, both of whom are named members of the revived commission. Edward W. McGlenon, city registrar, and the commission's secretary, Walter Kendall Watkins, are retained on the new body.

Additional members are: Charles A. Coolidge, architect; Judge Frank Leveroni, Wilfred H. Kelley, a teacher of history in Boston schools; Charles K. Bolton, librarian of the Boston Athenaeum, and Roland A. Fisher, Boston architect.

The new commission will meet shortly, it is understood, and following the meeting will map out an extensive program, which will take in all the unmarked historical sites in the city.

Contd Post 1/18/30

#### WOULD EXAMINE PROPOSAL

Whether the proposal of Mayor Curley of Boston to make the height of the bridge 155 feet would be acceptable will not be determined in advance of a full examination of all of the details of the project.

Inquiries here today addressed to Major-General Lytle Brown the new chief of the Board of Army Engineers, who pass on questions pertaining to possible obstructions to navigable waters, brought word that the board had as yet no information concerning the plans for a Boston Harbor bridge.

So far as General Brown was aware this question had never been before the Board of Engineers in the past. He had no preconceived opinion as to its practicability but he quickly disposed of the idea that a 200-foot height was an indispensable necessity to securing the board's approval.

"We shall be quite willing to examine any proposition which is submitted to us," he said, "and to go just as far as we can in accommodating local needs and local plans."

#### Costs as Factor

"It is obvious that the needs of free navigation both for commercial as well as military considerations are paramount.

"It is likewise self-evident that the higher a bridge must be built, the more its cost and the greater the engineering problems involved. Just what height would be necessary at Boston for the sake of navigation, and whether this height would preclude for financial or other reasons, the carrying out of such a project could only be determined by careful inquiry and study."

The Secretary of War in whose name any permission to build a bridge, or a dam or to divert navigable waters, is issued, almost invariably accepts the conclusions of the Board of Army Engineers on such questions.

Post 1/18/30

#### MAYOR WELCOMES

#### AUTOMOBILE SHOW

Mayor Curley has issued the following address of welcome to Boston's annual Automobile Show:

"The 28th annual Automobile Show conveys its own message; a successful institution, firmly entrenched, each year increasing in service and popularity.

"As Mayor of Boston it is my very great pleasure to extend a welcome to Boston and in extending the welcome express the hope that an even larger measure of success may be enjoyed this year than any previous year in the history of the industry.

"The automobile may be truly termed the advance agent of that character of progress which is represented by prosperity and pleasure; it has been instrumental in making accessible distant places, it has compelled public officials to expend huge sums of money in the providing of serviceable highways that have added immeasurably to the contentment of the entire citizenship.

"May the annual gathering be in keeping with the best ever furnished an expectant public.

(Signed) "JAMES M. CURLEY,  
"Mayor."

## BRIDGE 200 FEET HIGH NOT NEEDED

### War Dept. Ready to Consider Any Boston Plans

WASHINGTON, Jan. 17—The War Department will be entirely willing to entertain a request from the city of Boston for the department's assent to the construction of a traffic bridge across Boston Harbor.

It is an open question what height of bridge clearance the department would include as essential to unimpeded navigation. There is no iron-clad rule requiring a 200-foot clearance.

# EX-MAYOR NICHOLS OF BOSTON NOT IN FAVOR OF "ANNEXING TOWNS"

**But Believes United Action of Cities and Towns Needed to Solve Problems.**

## ADDRESSES CANADIAN CLUB

**Tells of Advice That Mayors Receive and Odd Requests Made of Them.**

Advanced as a possibility for the United States senatorial toga from Massachusetts in an eloquent introductory talk, Malcolm E. Nichols, former mayor of Boston, elected as a Republican in a city estimated to be 80 per cent Democratic and presented by Atty. Medley T. Holdsworth as guest speaker, told the Lynn Canadian club in Leehall last night, that the U. S. Senate needs as its representatives from Massachusetts, men of the type of the late Henry Cabot Lodge and Frederick C. Gillette. "If you can find such men send them to the Senate as a benefit to Massachusetts and as a service to our country," Mr. Nichols said.

The hall was crowded to the last inch of its capacity with men and women, young and old, and they enthusiastically applauded when Atty. Holdsworth told them that Mr. Nichols is one of Massachusetts' most distinguished citizens, loved and esteemed by the people of Boston and that the future holds in store for him higher honors and that when the cards are shuffled it may be found that Mr. Nichols is advanced as the man fit to succeed Mr. Gillette as a Massachusetts representative in the national Senate.

Mr. Nichols also discussed the recent talk of a Greater Boston under one government. He said he didn't quite believe in that idea, but that eventually the 40 cities and towns of what is now the metropolitan district will find it necessary to unify under some such plan as the transit incorporation act adopted by the Legislature last year, and whereby there would be unity on the large issue, the transportation needs of all the communities.

This plan, he said means a transit union. The act of last year proposes already to unify the interests of 19 out of the 40 cities and towns of what is now the metropolitan district.

### The Corporate Plan

Under the corporate plan of transit union, he said, each city and town maintains its own mayor and council and local government and the unification applies only to the transit needs where there is a grave common interest to all the people of the district.

As to a Greater Boston under one metropolitan government, Mr. Nichols expressed his doubts and said he feared that sort of talk comes from the fallacy of the mistaken idea of counting too much on the high sound of big numbers. A metropolis of 5,000,000 would sound big, but it cannot come until there is absolute confidence and trust between all the communities involved and more than that Mr. Nichols said it should not come until that condition developed. He said he understood fully the objection that Lynn has to be-

coming a borough of a Boston metropolis.

The great general need in government and among the people today on all sides is confidence and the displacement of mistrust, Mr. Nichols said, when he coyly declared that he recognized Greater Lynn as the magnificent industrial and home center to which the city of Boston is a neighbor.

### GETS MUCH ADVICE.

Mr. Nichols received much applause all along the line of his conversational

style of talk. It was not a prepared address. Evidently shooting at former Mayor Ralph S. Bauer. Mr. Nichols said that among his many interesting experiences as mayor of Boston was the receipt of all sorts of advice as to how a mayor of Boston should conduct his office. "I got quite a little from Lynn," he said, "some of it delivered right in my own city of Boston. All such advice was gladly received and placed on file for such consideration as it was worth. Do you know, folks, I never resented being given advice even that large volume of it that was volunteered." He elicited laughter.

He said he had to help find a worthy husband for a good-looking young woman in Kansas who had a nice poultry farm and sent her picture along with her request. He also had been asked to do the shopping for a New Hampshire woman who sent her check with the order and was so pleased with the results that she wrote promising to do all her shopping with the mayor of Boston after that. He said his office was in a turmoil always with all sorts of problems, even to fixing up a choked kitchen sink pipe and offering cures for crying babies.

"I know Lynn is a Republican city," he said, "and that you have elected a Democrat as mayor though not on party lines. I expect that he will prove a good mayor. He will tell you of the countless unusual requests and problems that come to his office and if your baby cries over time just get after the mayor about it. He will have a remedy and surely if he hasn't, why should he have been elected mayor?"

"He's a bachelor," whispered Mr. Holdsworth. "All right, then, he surely will have a real solution for the problem of the crying baby," Mr. Nichols retorted.

### Near the People

Getting back to the bed rock of municipal government, it is nearer to the average man and woman and that is why it is confronted with so many problems face to face. Mr. Nichols said he talked with Calvin Coolidge when the latter was President and Mr. Coolidge said he faced more intricate problems directly when Governor of Massachusetts than in the office of President. That means, Mr. Nichols said, that your local government, in direct and easy reach of the citizens, faces every day the countless problems of the little and big things that arise in the course of daily existence about your daily life.

"Nothing is more seriously needed than confidence in your local government, whether it be in the town or the city," Mr. Nichols said. "It is most essential to success. Nothing is more misunderstood than municipal government. The municipal tax rate is a home town responsibility. I believe in liberal spending for municipal improvements as far as there is money to pay

the bills. This spends progress. But when you spend see that you get one dollar's worth for every dollar expended. I won't take 99 cents for one dollar and neither will you. Enforce that rule for the conduct of your municipal business and in the purchase of public improvements."

"Tax rates can be reduced falsely by not spending but the lack has to be made up eventually just as cities and towns have been piling up the cost of public work that was stopped during three years of the war to obey the win-the-war demand."

"Tax rates are made necessary according to the work that is done for the public good. You must pay for what you need in municipal effort just as you pay for things in your own home."

At present we must lay down the work for the benefit of the Municipality 25 to 50 years hence. But don't pay more than the work is worth," he said.

### Local Questions

Mr. Holdsworth had invited Mayor J. Fred Manning, to be a guest also, but as the mayor had a meeting at City Hall he was unable to appear in the speaking period. In opening the meeting, Mr. Holdsworth said the aim of the club is to educate its members in matters of public affairs and government and he spoke about a bill filed in the Legislature to authorize the reinstatement of Charles L. Berry, former policeman, removed by Mr. Bauer for causes which Mr. Holdsworth said Berry had been found not guilty of by a court of law.

Mr. Holdsworth flayed Mr. Bauer's action in the Berry matter. He also urged interest and support for the Holdsworth petition for legislation to compel city and town clerks to pay into the public treasury all fees collected by them. He mentioned City Clerk Joseph W. Attwill of Lynn as one of the beneficiaries of the present plan of putting in his pocket hundreds of dollars collected for this and that service rendered on the city time. He said his bill had been wrongfully characterized as a "spite bill."

POST 1/18/30

## CURLEY AGREES WITH FIN. COM.

### 18 Urges Revaluation of All Hub Property

For the first time in a long time, the city administration at City Hall and the Finance Commission established for the purpose of criticising it are playing in harmony, as Mayor Curley starts on his third term.

For the Mayor yesterday, as well as Chairman Edward T. Kelly of the board of assessors, publicly agreed that Chairman Frank A. Goodwin of the Finance Commission was right when he told the Real Estate Exchange that Boston taxpayers were being forced to pay the bills for past, present and future improvements and that a revaluation of the property throughout the city should be made.

Mayor Curley explained that he had recently talked to the new Commissioners of School Buildings and outlined his views regarding the temporary abandonment of the "pay-as-you-go" policy in the construction of new schools so that present taxpayers will not be forced to pay the bills for buildings which are being provided for the use of pupils years in the future.

In regard to the revaluation of the property in the city, the Mayor said that he had directed the transfer of every first assistant city assessor from his usual district to another district to make certain an equitable valuation.

AMERICAN 1/17/30

## Honor 'Ben' Franklin



Mayor James M. Curley and pupils of the Dearborn school paying tribute to Benjamin Franklin at the Franklin monument in City Hall yard today. It was the 10th year the city has celebrated the birthday of the famous patriot and printer. Mayor

Curley was once a pupil at the Dearborn school, the principal of which was in charge of the day's ceremonies. A wreath purchased with pennies of school children was placed at the foot of the statue. (Staff photo.) STORY ON PAGE 16

RECORD 118/30

# HUB OF 2,000,000 PLEA OF CURLEY

Making an impassioned plea for a Greater Boston of 2,000,000 persons ruled on the borough plan, to include cities and towns within an area of 15 miles, Mayor Curley told a group of bankers, Harvard and Tech professors and business men yesterday, that he would favor it even if it should legislate him out of office in six months.

The gathering in the mayor's office took the first official step toward the realization of the dream of a Greater Boston, which has been discussed for years, by forming a committee, with Joseph H. Beale of the Harvard law school as its chairman, to devise a plan.

Picturing a Boston that is losing its prestige as a port, has lost many of its industries to other cities and in population has slipped back to eighth place, Mayor Curley declared this plan of a greater city if carried out would revive commerce and industry and put Boston in its rightful place among the cities of the nation.

"I would like to see the committee start at once to work on a plan and I will divorce myself entirely from it and will abide by any decision you make," said the mayor.

Elizabeth M. Herlihy was selected as secretary of the committee, which decided to hold a meeting next week in the city planning board offices.

Prof. Miller McClintock of the Erskine bureau at Harvard and Prof. Carroll W. Doten of Tech both expressed approval of the mayor's idea. Prof. Doten said he had studied this proposal for many years and found the people enthusiastic for it but the office holders in the cities and towns opposed.

Curley also announced he would restore the commercial and industrial bureau at City Hall with five salaried officers, within 10 days to aid in bringing new business to Boston.

City Clerk Wilfred J. Doyle proposed a borough plan to consist of a metropolitan council of nine members from six election districts, to be elected for four years and receive \$8000 per year. Boston would compose one district and elect four members while enough cities and towns would be combined in the other districts to make each consist of 200,000 population.

## PLAYING THE GAME



## Cold Chills

Real estate operators who have been anticipating land takings for the proposed East Boston tunnel as their fat opportunity were reported yesterday as going from one shudder into another at the sudden suggestion that the tunnel may be a bridge.

Pending War Department sanction of a bridge the idea is merely in the suggestory stage. But Mayor James M. Curley voices approval and is holding up the tunnel program meanwhile.

Chairman Frank A. Goodwin of the Finance Commission, Martin M. Lomasney and others have charged flatly that some real estate operators have figured on large profits from properties they had acquired in anticipation of tunnel construction.

These speculators in tunnel futures are receiving scant sympathy from Mayor Curley. The situation causes a cheerful grin to spread over the features of the average citizen. The picture of any land operators and financiers all set to carve off undue profits from a tunnel project and then unexpectedly finding themselves blocked strikes the layman as amusing.

RECORD 1/18/30

**Franklin Tribute**



(Daily Record Photo)

**Mayor James M. Curley addressing pupils of the Dearborn school, who gathered in front of the Benjamin Franklin monument in City Hall plaza, after a wreath, purchased with pennies of the school children, was placed at the foot of the monument of the famous patriot, commemorating the 10th year the city has celebrated Franklin's birthday. Mayor Curley was formerly a pupil at the Dearborn school, the principal of which was in charge of the day's ceremonies.**

1/18/30

## **U. S. ENGINEERS WILL DECIDE BRIDGE ISSUE**

**Put Ban on Less Than 200  
Feet Clearance at N. Y.**

**Gen Logan Shows Advantages of  
Earlier Plan for East Boston**

Whether or not a bridge can be substituted for the projected \$16,000,000 vehicular traffic tunnel between East Boston and the mainland depends chiefly on whether the War Department insists upon a 200-foot clearance or will allow a 155-foot height at mid-stream.

Chairman Thomas F. Sullivan, in a telephone talk yesterday noon with Col W. J. Barden, at New York, division engineer of the United States Engineer Corps, was reminded by that official that the War Department has just refused to sanction plans for the so-called Tri-Borough Bridge, projected to cross the Harlem at 57th st., the ban being on any such bridge having a clearance of less than 200 feet.

The East Boston bridge scheme was suggested Thursday at a conference of public officials called at the City Hall by Mayor Curley, at which a bridge plan prepared by Everett E. Stone of the State Public Utilities Commission was presented.

### **Beacon Hill Entrance**

Engineers consulted yesterday reckoned that a bridge with a 200-foot clearance would have to be so long that its entrances would be near the base of Beacon Hill or in the vicinity of Bow-

doin sq, and in Day sq, East Boston, well out toward Orient Heights.

The plan for a bridge to East Boston recalls that less than five years ago Gen Edward Logan, representing four of the biggest banking houses in Boston, proposed the erection of a toll bridge, costing less than \$14,000,000, for pedestrian traffic, horse drawn and other vehicles. Ownership of the bridge would have reverted to the city of Boston in about 42 years.

A bill authorizing construction of the bridge passed the Legislature in 1926 and Gov Fuller vetoed it. Both branches sustained the veto.

### **150 Feet Acceptable Then**

At that time proponents of the bill felt they had reasonable assurances that the Army engineers would not oppose the plan, with the understanding that its central span would be 150 feet above mean low water and the abutments at either end from 135 to 145 feet, the bridge to be 1200 feet long from shore to shore.

"One contemplated approach would have been in Maverick sq, East Boston, and the other coming down upon the Elevated structure for the Boston end in Fort Hill sq. Still another plan provided for one approach in Haymarket sq, and the other in Central sq, East Boston.

Gen Logan expressed the opinion yesterday that a bridge would prove more advantageous than a tunnel. He said it would provide for all a tunnel can offer and in addition accommodate pedestrian and horse-drawn traffic, which are not contemplated in the plans for a tunnel. Cost and maintenance would be less and visitors would get a thrill out of passing over and viewing the surrounding country.

### **Navy Yard Obstacle**

Gen Logan also called to mind the excessive land damages of the tunnel plan. The modern idea, he said, is to provide special ascents to the ap-

proaches to bridges, which reduces the land taken to the minimum.

Gen Logan pointed out that the Navy Yard offers the chief obstacle to a bridge and he suggested that it is high time that the Navy Yard were moved to South Boston or Squantum, avoiding the heavy traffic of the upper harbor which the Navy craft now endure.

If the Army engineers require that the clearance must be 200 feet the cost of construction and other problems may become prohibitive.

Gen Logan's associates figured \$1,500,000 for land damages. They expected the builders of the bridge would get back their original expenditures and 8 percent upon their investment.

AMERICAN 1/18/30

# Curley Would Yield Job for 'Big' Boston

As an expression of his good faith and a challenge to opponents of the plan for a Metropolitan Boston, Mayor James M. Curley is willing to sacrifice his own position as chief executive of the city for the sake of consummating the project.

The mayor revealed his stand at a meeting of representative leaders in government, industry, education and city planning, called to City Hall for the organization of a committee, which will devise a plan for a metropolitan system of government.

"Gentlemen," the mayor said, "if you report back with a Metropolitan plan legislating me out of office in six months, I shall abide by your decision if it will save the economic life of the cities and towns."

The statement followed the assertion of one of the conferees that politicians in the cities and towns about Boston were the principal opponents to the plan. It was pointed out that citizens of Chelsea twice voted to be annexed to Boston, with no further result.

The mayor warned that the industrial future of this section depends upon the co-operation of the 2,000,000 people in the metropolitan area.

"I have no personal desire to strip the titles or honors or salaries which the numerous officials enjoy in their home sectors," he declared.

## BIG THINGS AT STAKE

"I do not care a continental for the political faith of the chief executive of the proposed metropolitan city, be he Republican or Democrat. There are far greater things at stake and I know of no single matter that would better serve and save our future than a metropolitan city."

As a basis for action, he submitted a plan for a metropolitan district suggested by City Clerk Wilfred J. Doyle.

The plan proposed a metropolitan council of nine members. There would be six districts, of which Boston would be one. Boston would have a representation of four in the council. Each of the other five districts would have one representative.

A population of 200,000 would form a district. The council would be elected for four years. Each member would receive a salary of \$8000.

To the council a city clerk, a city auditor and a city treasurer would be added at salaries of \$3000 in excess of their present compensation as officers of Boston.

Mayor Curley declared that Boston can no longer finance tunnels, subways, highways, parkways and rapid transit extensions from which residents of the metropolitan district derive benefits far greater than that of Boston people.

## LOST INDUSTRIES

Massachusetts, he said, has lost textile and shoe manufacturers and Boston is rapidly becoming a port of call instead of a cargo port. He visualized what power a strong, active Metropolitan city could wield over legislators and congressmen and declared that under such a condition, instructions rather than requests could be given to such they would be obeyed.

of dire need and trial. Again let me express the gratitude of Japan to America.

"I have always considered Boston and New England as the cradle of all that is best in the social, intellectual and political life of America. No higher type of men have come to us than men reared in New England.

"It was a New England man who laid out our public schools system. Today 98 percent of our children of school age are in schools. And of those under 50 there are almost none illiterate. We are proud of our national education. We are grateful to New England."

The Consul General was introduced by Mayor Curley who spoke in similar vein of the common bond of brotherhood between Japan and the United States.

Prof Thomas W. Carver of Harvard University, a vice president of the Japan Society, spoke on the democracy of learning that has united the universities of America and Japan for years. He expressed the hope that nothing would ever happen to mar that good will.

Judge Marcus Morton of the Massachusetts Superior Court, speaking for Chief Justice Walter Perley Hall, represented the judiciary in an expression of good will.

## PROBE 1/18/30 NOTABLES HONOR JAPANESE CONSUL

Setsuko Sawada Lauds  
New Englanders

Mayor Curley Gives Luncheon in  
Copley-Plaza

"We import your films, your motor cars and even your jazz music has come to us. But I am convinced you have something better in your national life than motor cars and jazz," said His Excellency, Hon Setsuko Sawada, Consul General of the Imperial Japanese Government, speaking at the luncheon tendered him by Mayor Curley yesterday afternoon at the Copley-Plaza.

"We look to Boston and New England for cultural goods," he continued. "When I first met your Mayor he was considering a tunnel proposition. He said to me, 'I am in trouble. Perhaps I can look to the Oriental mind for advice.'

"I could not advise him on that sort of tunnel but I do say build invisible tunnels to Japan for an exchange of culture and good will. You who produced Longfellow, Hawthorne, Emerson; you of Boston and New England who have produced the greatest political and intellectual leaders, are capable of producing men and women who will be the beacon lights of coming civilization."

Consul General Sawada made a profound impression on his listeners, numbering representatives of State, city, Army, Navy, Marine Corps, bench and bar, educational leaders and men from all walks of life. He showed an intimate knowledge of New England and paid tribute to New England for the assistance New England men have given Japan.

"When I first came to Washington 12 years ago I was impressed by the manifestations of good will and friendship to me and to my country," he said. "I was in Japan at the time of the disastrous earthquake to which your Mayor referred. America sent us help in abundance. We have never forgotten your assistance in our time

TRAVELER 1/18/30

Make Everybody Happy

:: ::

By Sav



GRABE 1/18/30

# CURLEY MOVES FOR METROPOLIS

## Would Accept Greater Boston Plan Even If It Legislated Him Out

### Committee to Study Idea

### Prof Beale Heads Permanent Body

### Mayor Submits an Outline of Plan

### Metropolitan District Is Favored by Experts

GRABE 1/18/30  
Mayor Curley's abiding faith in a Metropolitan Boston is so great, he assured his hearers yesterday, that if the committee provided a plan that would be helpful to the Metropolitan District he would abide with the decision, even if it legislated him out of office in six months. He divorced himself from the committee at the meeting.

The Mayor made the statement to a gathering of Harvard and Technology professors, Boston newspaper editors and other prominent citizens at a meeting of the committee in City Hall yesterday afternoon, when he asked those present to make a little sacrifice of time and thought to civic progress and the economic salvation of Boston and surrounding towns.

#### To Strip No One of Power

The Mayor said that in furtherance of the plan for a Metropolitan Boston he had no desire to strip power or salaries from any of the 40 Mayors or Selectmen. He was interested in the larger things. He pointed to the Metropolitan sewer system, Metropolitan water and park divisions, declaring that we were developing theoretically a Metropolitan city, but what was urgently needed was one developed practically.

Before adjournment a permanent organization was effected to formulate a plan of a Metropolitan city, of which Prof Joseph H. Beale of the Harvard Law School was elected chairman and Miss Elizabeth Herlihy of the Planning Board, secretary. The committee will have rooms in the offices of the Planning Board.

#### Cites Idea as Traffic Need

Prof Miller McClintock declared that the whole traffic situation was in need of the metropolitan idea. He thought it was a mistake for Mayor Curley to divorce himself from the committee. He said there already existed essential

facts for the committee to proceed on. Others also did not approve of the "divorcing."

Mayor Curley insisted that he desired to give the committee unrestricted latitude and unlimited freedom to prepare a suitable program, while he devoted his energies to the solutions of pressing municipal problems. He declared that political considerations did not weigh in his belief that Boston cannot advance, or even hold its own, commercially, industrially or otherwise, unless there is some scheme of metropolitan unity.

Political considerations, he said, would not be involved in any way in his search for men qualified to fulfil responsibilities in connection with the operation of a salaried industrial and commercial bureau which he plans to create, intimating the men might be ones who did not even vote for him.

#### Benefit Derived by Suburbs

He said that Boston, a city of but 800,000 can no longer finance tunnels, subways, highways, parkways and rapid transit systems and extensions, the principal benefit of which is derived by residents of metropolitan Boston, rather than residents of Boston. A heavy levy on downtown property, he said, could not continue, when the movement of industries shows a strong trend to suburban cities and towns. National industries, he pointed out, will locate in a coming, and not a going, section of the country.

The State, he said, had lost textile and shoe manufacturers and as regards commerce, Boston was but a port of call and had lost its standing as a port of cargo. On the other hand, a strong Metropolitan Boston would have power to instruct legislators and Congressmen, rather than request, with the result that the orders would be obeyed.

A plan for the metropolitan city, suggested by City Clerk Wilfred J. Doyle, was read by the Mayor.

#### Metropolitan District

"1—Creation of a Metropolitan District to comprise the cities and towns in Metropolitan Boston as defined by

contd

CHICAGO 7/18/30

the State census and shown on the Chamber of Commerce plan.

"2-A metropolitan council to govern the district and consist of nine members. For election purposes, the district to be divided into six districts; one, the city of Boston, to elect four members, and five other districts of approximately 200,000 populations, one member each, to be chosen at State election, the salary of each member to be \$8000 per year. City clerk, city treasurer and city auditor of Boston to be clerk, auditor and treasurer of the metropolitan district, at an additional salary of \$3000 each.

"3-The metropolitan council to exercise powers now exercised in cities, towns, district commissions over water, sewers, police, fire, parks and State highways in the district, and construct and maintain such additional through highways as may be deemed necessary.

"4-A definite proportion of motor vehicle and gasoline tax revenue to be assigned to the metropolitan district.

### Taking Over of Property

"5-All property of the cities and towns required in the use of the powers conferred to be taken by the metropolitan council at a value fixed by a board appointed for the purpose by the Governor, the money received to be applied to the extinguishing of the city or town debt. The district to be authorized to issue bonds for the purpose. The property of the State, represented by the existing metropolitan commissions and districts, to be taken over without compensation and the debt of the same to be assumed by the district.

"6-Power to establish departments and officers, with provisions that all present employees engaged in public works and functions taken over, be transferred to the employment of the district, except officers and boards in charge of departments and commissions.

"7-The district to be authorized to borrow money from time to time for capital expenditures within their powers by a two-thirds vote of the council. The total of such indebtedness, exclusive of the debt incurred under Section 5, after deducting sinking funds, not to exceed 1 percent of the total assessed valuation of the district. In addition, the district to be authorized to incur necessary debt beyond this limit by a two-thirds vote of the council, if ratified by a majority of the votes cast at the next succeeding State election.

### Tax Assessments

"8. Maintenance, current expense, interest and sinking fund requirements to be estimated and appropriated by the Council on or before June 1 in each year and an additional sum not exceeding 5 percent may be included for reserve fund and emergencies. After deducting the estimated income from all sources from the total amount appropriated, the balance to be assessed on or before Aug 1 in each year on the cities and towns according to their assessed valuation and added to the tax bills.

"9. The Council may authorize the borrowing of such sums as may be necessary to meet expenditures in anticipation of revenue and payments from cities and towns, the amounts so borrowed to be paid within one year from the date of incurring the obligation and not to be included in determining the indebtedness.

"10. By vote of the Metropolitan Council ratified by the votes of the Municipal Councils or Selectmen of cities and towns comprising at least one-third of the total population of the district according to the latest State or United

States census, there may be placed on the ballot in the district at the next State election the question as to whether any municipal function or power, other than those specified in section 3, shall be delegates to and exercised by the Metropolitan Council, and if a majority of the votes cast are in the affirmative, such function or power shall be exercised by the Metropolitan Council for all the cities and towns in the district and said cities and towns shall be divested of such function or power. In such case the property of the cities and towns required for the exercise of such function or power shall be taken over and paid for as provided in section 5.

"11. The act establishing the district to take effect without referendum."

### Basis for Study Only

Mayor Curley said the plan was only a suggestion as a basis for study. He expected it would take three to six months for the committee to prepare a plan and it might take as long or a longer period of education before it would be ready for submission to the citizens of the proposed district.

Cambridge, he pointed out as a city where one-third of the taxable valuation was exempt from taxation because of educational purposes, and that land takings kept increasing. If necessary, he said, forced increased taxation, it would drive out manufacturers and residents. He mentioned the possibility of Cambridge being developed into the great educational center of the Metropolitan city. Chelsea, Revere and Winthrop, said Mayor Curley, were all in need of the metropolitan idea and the Revere Beach reservation and boulevard, distinctive assets of Revere, would not be in existence if 52 percent of the cost had not been paid by Boston.

March G. Bennett, for years an advocate of a greater city, said that town and city officials would oppose the idea but it was his experience that the people would enthusiastically favor such a plan, as they did in 1911.

### Old Objection Doesn't Hold

The old objection of "dry" cities and towns outside of Boston in the days before prohibition, would not now be encountered, according to Prof Carroll W. Doten of Technology. They objected then as "no license" cities or towns, to being tied up with liquor licensed Boston.

Ellerton J. Brehaut of the Chamber of Commerce approved of the Mayor's plan.

New England and Massachusetts in particular have failed to reap the average share of branch plants of great industries, according to William J. Butler of a New York insurance company. He said a national survey had been completed and few cities knew the facts about themselves; that it was difficult to get statistics because cities did not like to look into the unfavorable side.

Boston, he pointed out, is the market for 8,000,000 persons in New England and he suggested the development of existing industries.

Prof Beale, chairman of the new committee, said that Cambridge is vitally bound to Boston and the metropolitan district. Residents of Cambridge, he said, are in vital need of becoming metropolitan minded.

The committee will meet next Friday afternoon.

Setsuzo Sawada Lauds

New Englanders

### Mayor Curley Gives Luncheon in Copley-Plaza

"We import your films, your motor cars and even your jazz music has come to us. But I am convinced you have something better in your national life than motor cars and jazz," said His Excellency, Hon Setsuzo Sawada, Consul General of the Imperial Japanese Government, speaking at the luncheon tendered him by Mayor Curley yesterday afternoon at the Copley-Plaza.

"We look to Boston and New England for cultural goods," he continued. "When I first met your Mayor he was considering a tunnel proposition. He said to me, 'I am in trouble. Perhaps I can look to the Oriental mind for advice.'

"I could not advise him on that sort of tunnel but I do say build invisible tunnels to Japan for an exchange of culture and good will. You who produced Longfellow, Hawthorne, Emerson; you of Boston and New England who have produced the greatest political and intellectual leaders, are capable of producing men and women who will be the beacon lights of coming civilization."

Consul General Sawada made a profound impression on his listeners, numbering representatives of State, city, Army, Navy, Marine Corps, bench and bar, educational leaders and men from all walks of life. He showed an intimate knowledge of New England and paid tribute to New England men given Japan.

"When I first came to Washington 12 years ago I was impressed by the manifestations of good will and friendship to me and to my country," he said. "I was in Japan at the time of the disastrous earthquake to which your Mayor referred. America sent us help in abundance. We have never forgotten your assistance in our time of dire need and trial. Again let me express the gratitude of Japan to America.

"I have always considered Boston and New England as the cradle of all that is best in the social, intellectual and political life of America. No higher type of men have come to us than men reared in New England.

"It was a New England man who laid out our public schools system. Today 98 percent of our children of school age are in schools. And of those under 50 there are almost none illiterate. We are proud of our national education. We are grateful to New England."

The Consul General was introduced by Mayor Curley who spoke in similar vein of the common bond of brotherhood between Japan and the United States.

Prof Thomas W. Carver of Harvard University, a vice president of the Japan Society, spoke on the democracy of learning that has united the universities of America and Japan for years. He expressed the hope that nothing would ever happen to mar that good will.

Judge Marcus Morton of the Massachusetts Superior Court, speaking for Chief Justice Walter Perley Hall, represented the judiciary in an expression of good will.

*Contd*

Post 1/18/30

City Planning Board at City Hall, where they have been provided with headquarters.

The Mayor read the outline of a plan casually suggested by City Clerk Wilfred J. Doyle, generally recognized authority on municipal government, and he also offered for consideration the borough plan sponsored by London.

City Clerk Doyle suggested the creation of a metropolitan Boston comprising the 40 cities and towns in the district through legislation which would provide for the government of the greater city by a Metropolitan Council consisting of nine members, elected at a State election every four years with an annual salary of \$8000.

#### District of Six Sections

Boston would elect four Councillors and the remainder of the district would have five, on the basis of a Councillor for each 200,000 people. The district would be divided into six sections, Boston, with its population of 800,000 being the first section, and the other five sections being carved out to contain 200,000 residents for each. The Boston city clerk, city auditor and city treasurer would continue in these posts for the metropolitan city with additional pay of \$3000 each.

Under the plan the greater city would then exercise the powers and duties of the 40 cities and towns as well as the Metropolitan Commissions and boards, with jurisdiction over water, parks, sewer, bridges, police, fire, zoning, highways and other activities.

The Metropolitan Council would also be authorized to establish such departments and officers as would be necessary with the provision that all present employees engaged on the public works taken over would be transferred to the employment of the district, except officers and boards in charge of departments and commissions.

#### Warns Condition Is Serious

Boston would not control the greater city for with only four out of the nine Councillors, a two-thirds vote would be necessary to authorize the borrowing of money for expenditures.

This plan the Mayor did not offer for adoption. He explained that he had read it merely to give the members an idea of the expansive problem confronting them. He offered no plan of his own, but urged them to devote their time and experience to the public by producing a plan themselves.

The Mayor warned the members that the present condition was serious. In response to those who claimed that Boston is theoretically the fourth city in the country with a population of 2,000,000 in the Metropolitan area, he protested that hard-headed manufacturers seeking site for their industries look for a practical city, not a theoretical city.

#### Community of Interests\*

"Boston was first 100 years ago, she was second 50 years ago, now she ranks eighth in the cold figures of the census bureau. And businessmen want to locate in a city that is coming, not going," said the Mayor.

"With the creation of a Metropolitan city, we could develop overnight a community of interests with added legislative power and control which would make for the betterment of New England and save the future," Mr. Curley stated.

"United we can protect and foster our industries; separated into 40 cities and towns, we are working at cross purposes." Pointing to Cambridge, the Mayor declared that it was unable to sustain the greatest educational centre in the country with a third of its area excluded from taxation, leaving the other two-thirds to carry the load. A higher tax rate would make Cambridge unattractive for industry and homeowners. But a metropolitan city could well maintain this great educational centre, he said.

#### All Are in the Same Boat

Referring to Revere, Chelsea and Everett, the Mayor said that Boston pays 52 per cent of the cost of maintenance for the parkways and the Metropolitan police. Although Boston pays for the entire court expenses of Revere, Chelsea and Winthrop, he said, not even the fines paid in the Chelsea court return to the Boston treasury. They go to the Chelsea treasury, the Mayor said.

"Boston," said Mr. Curley, "has been like a big, fat, slothy animal on which the leeches have been feeding. They do not want to let go, nor do they want to become a part of the animal. But let me tell you, gentlemen, all the cities and towns in the area are in the same boat. It is like a sieve, and unless we all get together and co-operate for the future our boat will sink."

#### Politicians Create Opposition

March G. Bennett, who has been actively sponsoring a greater city for many years, declared that citizens of nearby cities and towns "do not seem to oppose a greater city." He recalled that the citizens of Chelsea had twice voted to be taken in by Boston. He insisted that the opposition was created by politicians.

Prohibition had removed one of the strongest arguments against annexation, Professor Carroll W. Doten of M. I. T. suggested, recalling the protest of so-called "dry" cities against joining "wet" Boston and its saloons of the old days. To which the Mayor added that the saloons on the inside edge of Boston in the old days were made prosperous by the erring husbands of the neighboring communities.

William J. Barrett of the Metropolitan Life Insurance Company reported to the conference that his bureau has completed a national survey of 2000 communities, showing that New England, with an excellent market of 8,000,000 inhabitants, excellent labor and transportation facilities, had shown an industrial growth of only 6 per cent, as compared with 10 per cent in other communities. The time, he said, was opportune for progress through cooperation.

Director Miller McClintock of the bureau for municipal research at Harvard declared that all the arguments of the day were for the necessity of evolving a metropolitan city. He pointed especially to the need of co-operation in the matter of mastering traffic control.

Ellerton H. Breau of the Chamber of Commerce civic bureau stressed the necessity of education in developing public opinion in favor of a greater city to foster the acceptance of legislation which will be suggested by the committee following its survey next year.

## OLD BOARD IS OVER BUDGET

### Schoolhouse Commission Audit Under Way

That the former Schoolhouse Commission of Boston, legislated out of existence in the recent election, exceeded its appropriations and that the bills thus incurred have not been paid by the city, became known last night. Just how much the commission ran over will not be known for some time and just what action may be taken in connection with the matter has not been decided.

It was learned, from a preliminary report by the auditors, that the deficit figures, tentatively set, are in the neighborhood of \$73,000. This is from statistics offered by the auditors, Patterson, Teele and Dennis. Final figures, it is said, will not be ready for some time.

It is not known, at present, what the action of the new School Building Commission will be if the final reports show that the old schoolhouse commissioners exceeded their appropriation.

### NO USELESS RETIREMENT

The retirement of Edward W. McGlenen, the very efficient registrar of Boston's births, marriages and deaths, after 30 years of fine service in his department, will deprive the city of a flavorsome figure and a cultured gentleman. His resignation is to take effect on Jan. 31. The office will not seem the same without the presence of "Ned" McGlenen.

But happily retirement does not mean an aimless idling on the part of the genial city registrar. He has set himself something to do, and he can do it as well as any man now living. That is to complete a book on the Boston of other days and also to ascertain and have properly marked the points of historic interest in the city. There are many of these unidentified and if they are not found and designated pretty soon the march of time and business will make their locating all but impossible.

If the marking of the city's historic spots is to be ready in time for the tercentenary—and that would seem to be a good plan—the work must be done quickly. Mr. McGlenen will see to it that his share is ready.

TRAVELER 1/18/30

# CURLEY WOULD SACRIFICE SELF

T 18  
**Mayor Ready to Step Out  
in Order to Bring About  
Greater Boston**

Determined on his plan for the creation of a metropolitan Boston, Mayor James M. Curley is willing to vacate his office of mayor if a plan is presented which gives evidence of permanent benefit to a metropolitan city.

#### BEAL HEADS COMMITTEE

He gave a committee of Harvard and Technology professors, newspaper editors and citizens assurance of his belief in the need of such a city. "I will gladly accept any plan which will legislate me out of office in six months if that plan gives evidence of real permanent benefit to a metropolitan district," he said.

The committee is headed by Prof. Joseph H. Beale of Harvard. Miss Elizabeth Herlihy of the planning board is secretary. Prof. Miller McClintock protested against the mayor eliminating himself, but Curley said he wished to give the committee unrestricted latitude and unlimited freedom.

The mayor made it clear that he is not sponsoring any plan which will deprive mayors and chairmen of boards of selectmen of their positions. He submitted a plan suggested by City Clerk Wilfred J. Doyle. The plan proposes a council of nine members and six districts, Boston to be one with a representation of four in the council. Each of the other five districts would have one representative. A population of 200,000 would form a district.

The council would be elected for four years. Each member would receive a salary of \$8000. A city clerk, auditor and treasurer would be added at salaries of \$3000 in excess of their present compensation.

It would take over water, sewage, highways, parks and other municipal activities, including police and fire departments; also state-owned or district-owned properties as well as the debts on such properties, and function as the district government.

Mayor Curley said the plan was only a suggestion, a basis for study, that it may take the committee months or perhaps a year to arrive at a decision, and that then it would be necessary to pursue an educational program.

The mayor told the committee that Boston cannot advance or even hold its own unless some scheme of metropolitan unity is established. No political alliances would be considered, he said.

Curley further declared that Boston can no longer finance tunnels, subways, highways, parkways and rapid transit extensions from which residents of the metropolitan district derive benefits far greater than that of Boston.

#### VISUALIZES STRONG CITY

He wants a powerful Boston. Boston is rapidly becoming a port of call instead of a cargo port, he said, and visualized what power a strong, active metropolitan city could wield over legislators and congressmen. Also that industrialists will not locate in a section of the country which is going and not coming.

He spoke of the possibility of developing Cambridge into the great educational centre of a metropolitan city. Chelsea and Revere, he said, need to be in a greater city. "Boston is a big, fat, healthy, slothful animal with leeches feeding from it in every direction," he added.

Prof. Beale said that Cambridge is vitally bound to Boston and the metropolitan district.

Other speakers included William J. Butler, connected with a New York insurance company; March G. Bennett, Ellerton J. Breault of the chamber of commerce and Prof. McClintock.

Members of Mayor Curley's committee, besides Prof. Beale and Miss Herlihy, include Prof. Harold W. Doten of the economics department at M. I. T.; William H. Ballard, real estate operator of Lexington; Roger Babson, March G. Bennett, pioneer in the Greater Boston movement; Ellerton J. Breault, Prof. McClintock and Prof. W. B. Munro, both of Harvard.

AMERICAN 1/18/30

# HARMONY ECHO FOR FIN. COM.

Harmony prevails with the city administration at City Hall and the finance commission, always its severe critic, as Mayor Curley starts on his third term.

For the mayor, as well as Chairman Edward T. Kelly of the board of assessors, publicly agreed that Chairman Frank A. Goodwin of the finance commission was right when he told the Real Estate Exchange that Boston taxpayers were being forced to pay the bills for past, present and future improvements and that a revaluation of the property throughout the city should be made.

In regard to the revaluations of the property in the city, the mayor said that he had directed the transfer of every first assistant city assessor from his usual district to another district to make certain an equitable valuation.

AMERICAN 1/18/30

# Mrs. Curley Not Going to N. Y. Doctor

Mayor James M. Curley today denied that Mrs. Curley was going to New York for treatment by a specialist. The mayor said his wife sat up for a short time each afternoon during the past week and that he hopes for continued improvement. "She is fairly well," he said, "but she is not able to go to New York."

# AMERICAN 1/18/30 May Get City Job



**Dr. Helen I. Doherty is reported to be the most likely choice of Mayor Curley to succeed Edward W. McGlenan as city registrar. (Photo by Marceau, Boston.)**

# DR. DOHERTY IS PICKED TO WIN

Dr. Helen I. Doherty of Boston is reported to be the most likely choice in the group under consideration by Mayor James M. Curley to succeed Edward W. McGlenan as city registrar.

Mrs. Doherty, active in the Massachusetts Catholic Order of Foresters, was one of the most prominent workers in the mayor's recent campaign.

Post 1/18/30

# CURLEY TO QUIT FOR BIG BOSTON

Will Be Legislated Out of Office if Other 39 Cities and Towns Will Join to Make Greater City----Committee Organized to Devise Plan Tentative Proposal Calls for Metropolitan Council of Nine Members

Four of These for Hub---Would Split the District Into Six Sections

BY WILTON VAUGH

Mayor Curley threw down the gauntlet to the Mayors and Selectmen of the other 39 cities and towns in the Metropolitan district late yesterday when he offered to give up his \$20,000-a-year job and the joy of presiding as chief executive for the sake of creating a "Greater Boston."

His challenge was launched at a conference of representative leaders in the fields of government, industry, education and city planning, called to City Hall for the organization of a committee which will devise a plan for a Metropolitan system of government.

## DEFI AND WARNING

When conferees complained that political aspirants and office holders in the cities and towns within 15 miles of the State House offered the greatest oppo-

sition to the greater city, though the public in many of the communities were inclined to favor it, the Mayor issued his defi.

"Gentlemen," said the Mayor, "if you report back with a metropolitan plan legislating me out of office in six months, I shall have no objection, but will abide by your decision if it will save the economic life and the cities and towns."

Warning that the future of industry here was dependent upon the co-operation of the 2,000,000 people in the metropolitan area, the Mayor stated, "I do not care a continental about the political faith of the Mayor of the proposed greater city, whether he be Republican or Democrat.

## Committee to Work Unhindered

"I have no personal desire to strip the titles, or honor or salaries which the numerous officials enjoy in their home sectors, for there are greater things at stake and I know of no single matter that would better serve and save our future than a metropolitan city."

The Mayor announced that he would "divorce" himself from the work of the committee, leaving the members to conduct their survey and develop their plan without thought of political influence. He explained that he had offered no recommendations on the matter to the Legislature because he believed that the subject deserved wide study and discussion, and he expressed the hope that the committee would be successful in reaching a solution of the problem within a year.

## Reads Outline of Plan

The members immediately elected Professor Joseph H. Beale of Harvard Law School as chairman and Miss Elisabeth M. Herlihy of the City Planning Board as secretary. They decided to hold their first business session next Friday in the offices of the

*HERALD 11/18/30*

# CURLEY WOULD SACRIFICE JOB FOR BIGGER CITY

Willing to Retire if New Committee Can Decide On Metropolitan Plan

## SOME SOLUTION IS NEEDED, HE SAYS

Turns Over Whole Question to Board Headed by Prof. J. H. Beale

By JAMES GOGGIN

Mayor James M. Curley yesterday answered opponents of his plan for the creation of a metropolitan Boston, declaring his willingness to accept any plan which gives evidence of permanent benefit to a metropolitan city even though it means his retirement from public office.

To a committee, including professors of government and economics at Harvard and Tech, newspaper editors, and citizens, whom he formed into a permanent organization to formulate a definite plan of a metropolitan city, he gave unqualified assurance of his belief in the need of such a city. He said: "I will gladly accept any plan which will legislate me out of office in six months if that plan gives evidence of real permanent benefit to a metropolitan district."

### COMMITTEE FREE ONE

His offer to entirely divorce himself from the consideration of the greater city idea by leaving it to the consideration of the committee of which Prof. Joseph H. Beale of Harvard was chosen chairman and Miss Elizabeth Herlihy of the planning board, secretary, elicited vigorous protest from Prof. Miller McClintock and others. However, Mr. Curley insisted that he desired to give the committee unrestricted latitude and unlimited freedom to prepare a program while he devoted himself to the solution of pressing municipal problems.

Mayor Curley made it clear that he is not sponsoring any plan which will deprive mayors and chairmen of boards of selectmen of their positions.

As a basis for action, he submitted a plan for a metropolitan district suggested by City Clerk Wilfred J. Doyle.

The plan proposed a metropolitan council of nine members. There would be six districts, of which Boston would be one. Boston would have a representation of four in the council. Each of the other five districts would have

one representative. A population of 200,000 would form a district. The council would be elected for four years. Each member would receive a salary of \$8000. To the council a city clerk, a city auditor and a city treasurer would be added at salaries of \$3000 in excess of their present compensation as officers of Boston.

This council would take over water, sewage, highways, parks and other municipal activities, including police and fire departments, would take over existing state-owned or district-owned property as well as the debts upon such properties, and function as the district government. The suggestion was made that a two-thirds vote would be necessary for any action, thereby eliminating any chance that Boston would control the council.

"It is only a suggestion," said the mayor. "Merely a basis for study. It may take months, perhaps a year, for this committee to reach a decision. Then it would be necessary to pursue an educational program."

Mayor Curley told the committee that political considerations are not involved in his belief that Boston cannot advance or even hold its own, commercially or industrially unless some scheme of metropolitan unity is established. He declared that no political alliances would be considered in his search for men qualified to fulfill responsibilities incident to the supervision of the industrial and commercial bureau which he has recreated.

Mayor Curley declared that Boston can no longer finance tunnels, subways, highways, parkways and rapid transit extensions from which residents of the metropolitan district derive benefits far greater than that of Boston people. Boston, he said, cannot continue to impose high tax valuations upon downtown property when the movement of industries shows a decided trend towards suburban communities.

### WANTS POWERFUL BOSTON

Massachusetts, he said, has lost textile and shoe manufacturers and Boston is rapidly becoming a port of call instead of a cargo port. He visualized what power a strong, active metropolitan city could wield over legislators and congressmen and declared that under such a condition, instructions rather than requests could be given to such they would be obeyed.

Taking up the metropolitan district commissions of various kinds, he said that they have operated efficiently and with intelligence and that the power which these commissions wield has resulted in the setting up of a theoretical metropolitan district which should be made a reality.

Industrialists, he said, will not locate in a section of the country which is going instead of coming, and he stressed the inestimable value of a community interest and action in affairs which affect the present Boston as well as the cities and towns within a radius of 15 to 20 miles.

Cambridge, the mayor said, faced a dark outlook because one-third of the taxable valuation of that city—the properties of educational institutions—is excluded from taxation. He said that inevitably manufacturers there would move elsewhere and that residents would do likewise. He spoke of the possibility of developing Cambridge into the great educational centre of a metropolitan city.

Of Chelsea and Revere, he said that both need to be in a greater city. The Revere Beach reservation and the boulevard, the only distinctive assets of the city, would not exist, he said, but for the fact that Boston paid 52 per cent. of their cost.

"Boston," he added, "is a big, fat, healthy, slothful animal with leeches feeding from it in every direction."

William J. Butler, who is employed by a New York insurance company to survey districts, declares that New England, and Massachusetts in particular, have failed to reap the average national share of branch plants of great industries. He said that Boston is the market for 8,000,000 persons in New England and he suggested that the development of existing industries rather than efforts to steal industries from other communities is the logical plan to pursue.

Prof. Beale said that Cambridge is vitally bound to Boston and the metropolitan district and that there is vital need of the residents of that city becoming metropolitan-minded.

March G. Bennett, who has been an advocate of a greater city for years, expressed the opinion that city and town officials will oppose a metropolitan city, but that the people will enthusiastically favor such a plan. They expressed favor for it in 1911.

### DRY QUESTION ARISES

Ellerton J. Brehaut of the chamber of commerce approved the mayor's plan and Prof. Carroll W. Doten of Tech mentioned that prohibition has eliminated one of the old objections to a metropolitan city. "There used to be vigorous objection in Cambridge, a no-license city, to becoming attached to Boston, which was wet, but Prof. Doten added that it is easy now to get a drink in Cambridge as in Boston.

Prof. McClintock urged serious consideration of the plan and declared that there are sufficient facts available for immediate action. The committee will meet next Friday afternoon.

Other members of Mayor Curley's committee on a metropolitan Boston include: Prof. Harold W. Doten of the economics department at M. I. T.; William H. Ballard, real estate operator of Lexington; Roger Babson of the Babson Institute in Wellesley; March G. Bennett, pioneer in the Greater Boston movement, of Samuel Cabot Company; Ellerton J. Brehaut, manager of the civic bureau of the Boston Chamber of Commerce; Prof. Miller McClintock of Harvard and Prof. W. B. Munro of Harvard.

The commercial, industrial and publicity bureau referred to by Mayor Curley was established by him in 1922. While its general functions centred on promoting the industrial growth of Boston, the bureau in the beginning had for its primary object the marshalling of public sentiment and action against the freight differential in effect against Boston. William H. McMasters and the late Joseph Smith were the original directors of the bureau.

HERALD 1/18/30

## MAYOR AT EXERCISES BEFORE FRANKLIN STATUE



Left to right: Charles McLean, Frank Toy, Mayor Curley, Walter Stockman, Joseph Sciechitana.

ADVERTISER 1/19/30

### LETTER TO CLERK

In a letter to Richardson, the Mayor pointed out that the city maintains its own repair shop in Albany st. and declared that "there is no justification for a leak of this volume."

The Mayor's letter said:

"I have been investigating a prolific source of waste of public funds in your department; namely, the repair of motor vehicles, and my information is that in 1929 the city of Boston expended for repair of trucks in excess of \$100,000.

"There is no way in which to justify the continuance of a 'leak' of this volume, in view of the fact that the city of Boston maintains a repair shop in the municipal garage at Albany st., and in view of the additional fact that every reputable trucking concern maintains a repair department. You are accordingly directed to make no contracts hereafter for repairs other than with the concern manufacturing the type of truck that is to be repaired.

## CURLEY FINDS '\$100,000 LEAK IN CITY FUNDS'

Forbids the Further Letting of  
Contracts for Repair  
of Trucks

Charging a "prolific waste of funds," Mayor Curley yesterday ordered Edward G. Richardson, property clerk of the public works department, to let no further contracts for truck repairs.

The annual loss to the city through privately let repair jobs is \$100,000, Mayor Curley said.

### CALLS FOR FIGURES

"In the event that any truck requiring repair is sold by some concern that does not maintain a service station in the vicinity of Boston, have that repair work done at the repair shop on Albany st.

"At the earliest opportunity kindly furnish this office with the following information:

"Amount expended for repair of motor vehicles during the years 1925, 1926, 1927, 1928, 1929.

"Also the names of the concerns to whom the work was allotted and the amount paid to each concern during each one of these years."

GLOBE 1/19/30

## OUTSIDE MAYORS NOT FOR CURLEY'S PLAN

Greater Boston Project Is Rapped at Club Meeting

Murphy of Somerville Thinks Board of Municipal Heads Better

Of the 40 or 50 members from all over the Commonwealth who yesterday attended the annual meeting and luncheon of the Mayors' Club of Massachusetts at the Parker House, only three of four of the chief executives of the neighboring cities had anything to say relatives to the Greater Boston borough system, advocated by Mayor Curley.

Mayor Curley was not among the guests and his absence probably appeared to have something to do with the lack of expression of opinion on the greater city project.

Mayor John J. Whalen of Chelsea, in referring to the metropolis idea, said he preferred to withhold his views until such time as he heard a public expression from Mr Curley himself, or until he at least knew something definite about the proposal. Mayor Whalen said that perhaps Mayor Curley has something in the back of his head, but until he knew from an authoritative source just what the plan was, desired to reserve his opinion.

Mayor Patrick J. Duane of Waltham said that he was prepared to have his city become a part of the Boston plan for a greater city. His opening made the Mayors about him sit up and take notice, but they soon found that the Waltham chief executive was speaking in a facetious mood, for he added that if Waltham is annexed to Boston, Waltham will govern Boston. His remarks were greeted with loud applause, and he got even louder response when he said that perhaps Mayor Whalen is right. Mayor Curley may have something in the back of his head, but from what he knew of Curley, it was usually on the tip of his tongue.

### Murphy Treats Idea Seriously

Mayor John J. Murphy of Somerville, the first Democratic Mayor of that city in its 57 years as a municipality, was the only one of the trio of Mayors who treated the metropolitan idea at all seriously. He said he felt that pretty nearly every Mayor around Boston was interested in a Greater Boston, but it must be the proper kind of a greater city, he added.

Mayor Murphy said he didn't believe that any of the adjoining cities would like the idea of merging with a larger city that is content to spend \$1,750,000 for a little street widening. When Boston can show the smaller nearby municipalities she can take care of herself, then it is time enough for her to reach out for more territory, in the opinion of the Somerville Mayor. Mayor Murphy, however, expressed

the belief that there is something tangible to the idea of the Boston Mayor, if the plan is carried out in the right way. Mayor Murphy switched his remarks to the Metropolitan District Commission, which, he said, was yearly spending millions of dollars without the approval or sanction of any of the cities or towns within the district. The commission obtains enabling legislation and then goes ahead responsible to no one.

Mayor Murphy said he thought that the Greater Boston idea could be brought about by the organization of a commission or bureau composed of the Mayors and chairmen of the Selectmen of the neighboring cities and towns. The proposed board, he said, would control and supervise all appropriations expended by the Metropolitan District Commission for improvements.

### Favors Separate Cities

Mayor Murphy said that from what he could see Boston was not being governed entirely from within, for in his opinion Boston was being throttled by the State, which controls the Hub's taxes, he said. Mr Murphy thought the benefits of a greater city could be obtained by his bureau or commission idea, with the cities cooperating and still retaining their identity. But for a greater Boston on the borough plan, Somerville didn't want it, Mayor Murphy concluded.

Mayor Charles S. Ashley of New Bedford was elected president of the Mayors' Club, Mayor George J. Bates of Salem, vice president, and Mayor Andrew Cassassa of Revere, secretary. The legislative committee elected Mayor Joseph N. Carriere of Fitchburg and Mayors Bates and Cassassa. Several of the newly-elected Mayors were present and spoke briefly.

## TO MARK 10 MORE HISTORIC SITES

Responding to the urging of Mayor Curley that they get to work immediately, the Boston Commission on Marking Historical Sites had a session at the Hotel Bellevue yesterday and when it was over announced that they had decided to mark at once 10 sites with monumental tablets.

Walter Gilman Page told reporters that it had been agreed to place tablets on the sites of the homes of Govs Winthrop, Endicott and Hutchinson and the homes of Sir Henry Vane, Rev John Cotton and Ann Hutchinson, and at the Old State House, at the Old Brick Meeting House, at Faneuil Hall and on the soil on which the British troops last stood before they evacuated Boston.

Several tablets, relating the history of Faneuil Hall are to be placed in that historic structure. In the previous regime of Mayor Curley the commission had erected 40 tablets but during the term of Mayor Nichols nothing was done.

Now that Mayor Curley has resumed the reins he insists on the work being done as he had originally planned and within a short time at least 100 more tablets will be in position.

## JAMES E. BURKE TO BE THE ORATOR

Boston Is to Hold Joint Celebration Feb 16

Mayor's Son, Paul, Will Deliver the Tribute to Lincoln

City celebration of Washington and Lincoln birthdays has been revived by Mayor Curley. J. Philip O'Connell, director of celebrations, yesterday was directed to proceed on a joint celebration Sunday evening, Feb 16, at Symphony Hall.

The Mayor announced that Jeremiah E. Burke, superintendent of schools, will deliver the oration and there will be a chorus of 500 children led by John A. O'Shea, director of music in the Boston public schools.

It is planned to select the outstanding colored pupil in the Boston schools to deliver Lincoln's Gettysburg address and the outstanding pupil of the girls' high school will deliver an essay on George Washington.

Paul Curley, 16, of the Boston Latin School, son of the Mayor, will deliver the tribute to Lincoln that his father, years ago, gave at the famous tree planting in Washington.

## YOUNGMAN, CURLEY WILL TALK TO NAVY YARD MEN

Lieut-Gov Youngman, Mayor Curley, members of the Boston City Council and department commanders of the American Legion, Spanish War Veterans, and Veterans of Foreign Wars, have accepted invitations to address the protest meeting to be held by Boston Navy Yard mechanics Friday night in Faneuil Hall.

The meeting may be presided over by Frank H. McCarthy, New England organizer for the American Federation of Labor. It is called for the purpose of bringing public attention to the alleged fact that the Boston Navy Yard is being discriminated against, in favor of other Government yards, in the assignment of new and repair work required by the Navy Department.

### Mayor Curley's Tribute

Mayor Curley's tribute to Judge Lourie was as follows:

"The passing from the life of the Commonwealth of Judge David A. Lourie represents not only a loss to his family but to every right-thinking citizen."

"No man in the public life of Massachusetts displayed a more supreme courage or accomplished more through that display of courage in the establishment of respect for law and the prevention of crime than did Judge David A. Lourie."

"The city of Boston shares with his family a loss that is genuine; he has earned the right to rest."

*HERALD 4/18/30*

# SCHOOL AUDIT SHOWS DEFICIT

Figures Reveal Old Commission Overdrew Funds To Extent of \$73,000

## NEW COMMISSION TO STUDY REPORT

Auditors who have been working on the books of the Boston schoolhouse commission, which was legislated out of existence at the November election, have found that the commission exceeded its appropriation by a sum running into many thousands of dollars. This was learned last night.

A preliminary report made by Patterson, Teele & Dennis, the auditors who went over the accounts of the schoolhouse commission for the survey committee of the Boston schoolhouse commission, disclosed a deficit of \$73,000. Final calculations will not be made for some time.

The final report of the auditing firm was the subject of a discussion between the members of the school buildings commission, of which Richard J. Lane is chairman, and Louis K. Rourke, now superintendent of schoolhouse construction, last night. Mr. Rourke took over the actual work of the schoolhouse commissioners.

What the action of the school buildings commission will be if it is shown that the old schoolhouse commissioners exceeded their appropriation is not known at the present time. It is understood that the report will be subjected to intensive study by the commissioners.

The law reads:

No official of said city (Boston) except in case of extreme emergency involving the health or safety of the people or their property, shall expend intentionally in any fiscal year any sum in excess of the appropriations duly made in accordance with law, nor involve the city in any contract for the future payment of money in excess of such appropriation, except as provided in section six of this act.

Any official who shall violate the provisions of this section shall be punished by imprisonment for not more than one year, or by a fine of not more than one thousand dollars, or both.

Section six of the city charter, referred to in the law, has to do with contracts for street lighting or removal of garbage, such contracts to run for more than the years of one administration.

The audit was started when Mr. Rourke became superintendent of building construction. He desired, as did members of the school buildings commission, to know exactly where their department stood financially. When the auditors began their work, payment on bills contracted by the old schoolhouse

commission was stopped. Since that time no bills have been presented at the office of City Auditor Rupert S. Craven, and it is understood none will be presented until the matter is settled.

### MATTER NOW OFFICIAL

Submission of the final report of the auditing firm to Mr. Rourke yesterday afternoon brought the matter before the school buildings commission officially.

It is understood that Supt. Rourke will confer today with the auditor and Samuel Silverman, the corporation counsel. Because of the interest of the city in the matter Mayor Curley may attend the conference. He knew about the auditing of the books, which began three weeks ago.

The deficit, it is said, is in the "general" account of the schoolhouse commission. The school committee appropriations are made in three parcels: (a) administration, (b) major educational items (comprising big jobs), and (c), general repairs and alterations. This last account takes in the innumerable small repair jobs done in schools.

Many orders given by the schoolhouse commission were given orally, it was explained, and the volume of these was greater than the appropriation. Another report was that many small contracts were given after Nov. 6, when voters ratified the referendum putting the commission out of existence, and before the new commission and superintendent took hold.

Usually, it was learned, the school committee, on the recommendation of the board of apportionment, composed of the superintendent of schools, his assistants and the business manager, allows the schoolhouse commission to apply the balance of one account to the deficit of another to avoid this trouble each year.

But this year the board of apportionment, after voting in favor of this move once, rescinded its action and the matter was passed on with an adverse recommendation to the school committee, which refused to allow the change.

Thus the schoolhouse commission was faced with a deficit or excess appropriation in one account. The possibility that there may be deficits in all three accounts was intimated.

Mayor Curley will have a chance to enter into the matter. One official said last night that the matter was up to him entirely as to whether there would be court action.

Another said that the city could refuse payment, the contractors could sue and recover, and this would give the city evidence for suit for recovery from the schoolhouse commissioners.

The possibility that the money contracted for could come under that of the "emergency clause" was discounted last night, in view of the belief that the clause covered only the "extreme emergency" named, such as a fire in a badly needed school building, or a major disaster.

Francis E. Slattery, chairman of the former schoolhouse commission said last night that he had received no word of the alleged deficit in the accounts of the commission and that he had no comment to make regarding it.

## BRIDGE OR TUNNEL?

Upon the answer to one all-important question depend the answers to all the other questions involved in the project for a bridge to East Boston. This determinative question has to do with the length of the Boston approaches for such a bridge. The length of these depends upon the clearance of the bridge above high water, and that elevation will be fixed by the War Department. If it insists on a 200-foot clearance, the project will be abandoned, for the approaches would make over completely the topography of a large part of the Hub, entailing the alteration of many streets, the demolition of many buildings, and the erection of a huge wall carrying a roadway that would terminate somewhere far inland, this on the assumption of a 5 per cent. grade. The original plans for a bridge called for a 135-foot clearance.

The War Department, of course, cannot be expected to render a final decision in advance of a hearing in any case. But the Department has not manifested any disposition to recede from that requirement in the case even of the great bridge projected by private interests in New York City for spanning the Hudson at Fifty-seventh Street. The promoters ask for 180 feet. The Department insists upon 200.

In certain respects a bridge may be preferable to a tunnel. The great bridges of the United States are imposing structures, triumphs of engineering skill, appealing powerfully to the imagination; their beauty of design is being more and more emphasized, and their great advertising value cannot be denied. If we should find it possible to effect some sort of compromise with the War Department it would then be necessary to take up in earnest the solution of the problem of costs. That would depend, of course, also on the location of the approaches.

We must bear in mind that the fair comparison would be between a four-lane bridge and a double-tube tunnel. In all the discussion of the tunnel plans, we have been reminded again and again that the tunnel will not be what it is designed to be until a second tube is constructed, parallel with the first. The appropriation for the first is \$16,000,000, the cost of the two would hardly be less than \$25,000,000, and might be more, depending again on the placing of the portals. The maintenance costs of a bridge presumably would be smaller. The probable advantages of a bridge over a single tube as a traffic highway are plain.

The adoption of a tunnel plan was due to the difficulties of fitting a bridge plan into topographical conditions and to the favorable reports of various experts who visited the Holland tubes beneath the Hudson. We now have had a series of tunnel schemes under consideration. There was the original plan for a straight tube prepared by the Transit Commission. Then followed the substitution of what may be called ex-Mayor Nichols's approved plan, with the objectionable curve in the tube. After the episode of the plan for a ramp system at the wharf line, a scheme whose actual parentage seems still to be undecided, we come to the amended plan accepted by Mayor Nichols, which eliminates the curve in the tube and provides for a sharp curve at the East Boston exit. There the matter stood when the change of administration took place.

Post 1/19/30

Globe 1/19/30

## MAYOR PLUGS ANOTHER LEAK

### Bans Outside Repair Shops for City's Cars

Branding the expenditure of more than \$100,000 on truck repairs last year as a "prolific waste of public funds," Mayor Curley yesterday ordered that in the future city machines must be repaired at the municipal garage on Albany street or in the service stations of reputable motor firms.

In view of the fact that the city has maintained a repair shop at the municipal garage, the Mayor protested that "there was no way to justify" the big bills for repair jobs given to outside shops, which were not regular service stations for the kinds of trucks used by the city.

The Mayor has ordered a report on the expenditures for motor repairs during the last five years and the names of the stations given the work, as well as the amounts paid. For the future he has ruled that no contracts for repairs shall be granted except to the firms that sold the trucks and maintain authorized service stations here.

In his role of municipal plumber, this is the fourth leak which Mayor Curley has ordered plugged in the past week. He has already ordered the assessors to refuse the abatement of \$300,000 in taxes, ended overtime payments to regular employees, which cost the city \$327,000 last year, and ruled against the making of partial payments for land taken by the city which would permit the disgruntled owners to use the money in fighting the law department in the courts.

## OLD 299 GONE AS MAYOR'S CAR

### Transferred to Celebra- tions Department

Old 299, the big black limousine which carried former Mayor Nichols through the last three years of his official travelling as chief executive of the city, was transferred yesterday to the office of the director of public celebrations, to be used this year as the chariot to bear the eminent guests who come here for the Tercentenary observance.

For the Mayor announced yesterday that he had ordered a new car, a large sedan, as the official car for the Mayor of Boston during the next four years. Since his election he has been using his private car on city business, and will continue to do so until the new one arrives.

## Curley Surprises All With Choice—Is Fine Singer

Mrs. Helen Countie Galvin, Dorchester housewife, was named late yesterday as Mayor Curley's appointee to the \$5000-a-year post of city registrar. She will be the first woman to head a Boston department in the 300 years of the community's history.

Mrs. Galvin admits to but one political speech in her entire career to date, but she has had plenty else to keep her occupied. She is the mother of four children, she is a widely known professional singer, and she is the best cook her husband, Edward C. Galvin, ever met.

The appointment of a woman to succeed City Registrar "Ned" McGlenen, retired, came as a complete surprise yesterday to all but a close circle of the Mayor's associates.

The "plum" awarded to Mrs. Galvin is the second to fall into feminine hands under the present administration.

Mrs. Colin W. MacDonald, vice-chairman of the Democratic State committee, was named by Mayor Curley as a member of the Election Commission at a salary of \$600 a year.

Mrs. MacDonald's authority, however, is shared with three fellow commissioners.

### Supreme in Her Department

The new city registrar will reign supreme in her department, the first of her sex to hold such rank.

Neither her kitchen, her youngsters, her "man," nor her choir and concert work need fear neglect from Mrs. Galvin just because she's got one more job, she asserted firmly last night.

It isn't empty theorizing, either, when "Ed" Galvin's attractive wife declares that a woman can keep house and "be somebody" in public life at the same time.

From grim experience, Helen Countie Galvin knows what it is to warm milk all day, sing on an opera stage all evening, then come back home and "pitch in for a while" at the task of helping a weary husband out with the involved bookkeeping of a big trucking business.

### Has Done Her Own Marketing

During all her 20 years of married life, Mrs. Galvin has unfailingly found place on her daily schedule for everything that "needed to be done."

She's always taken personal charge of every detail of the care and upbringing of her one son and three daughters, whose ages are respectively 18, 16, 14 and 12.

She's always done her own marketing and her own housework, assisted occasionally by a helper hired to do the heavier labor under direct supervision.

She's kept up her musical practice, her weekly choir appearance, and her concert singing, and she's taught her four children to perform more than merely creditably with voice, piano and violin.

## CHARGES 'WASTE' IN CITY TRUCK REPAIRS

Mayor Says \$100,000 Was  
Spent Last Year

## Calls on Property Clerk for Figures for Past Five Years

The repair of motor vehicles, property of the City of Boston, was termed "a prolific source of waste" by Mayor Curley, in a communication he sent yesterday to Edward G. Richardson, property clerk, Public Works Department.

According to Mayor Curley, the city spent in 1929 for repairs on trucks in excess of \$100,000, which if carried on for four years would equal the original investment in city trucks. The Mayor called for figures on truck repair for 1925, the last year of his previous administration, and for the years 1926, 1927, 1928 and 1929, under ex-Mayor Nichols.

His letter to Mr Richardson reads:

"I have been investigating a prolific source of waste of public funds in your department; namely, the repair of motor vehicles, and my information is that in 1929 the City of Boston expended for repair of trucks in excess of \$100,000.

"There is no way in which to justify the continuance of a 'leak' of this volume, in view of the fact that the City of Boston maintains a repair shop in the Municipal Garage at Albany st, and in view of the additional fact that every reputable trucking concern maintains a repair department. You are directed to make no contracts hereafter for repairs other than with the concern manufacturing the type of truck that is to be repaired.

"In the event that any truck requiring repair is sold by some concern that does not maintain a service station in the vicinity of Boston, have that repair work done at the repair shop on Albany st.

"At the earliest opportunity, kindly furnish this office with the following information:

"Amount expended for repair of motor vehicles during the years 1925, 1926, 1927, 1928 and 1929.

"Also the names of the concerns to whom the work was allotted and the amount paid to each concern during each of these years."

Post 1/17/30

# MAYORS DISCUSS GREATER HUB IDEA

## No Great Rush, However, to Be Annexed, According to Chief Executives of Affected Cities

Fifty members of the Mayors' Club of Massachusetts, meeting yesterday at the Parker House, expressed keen interest in the proposal to create a Greater Boston, but they preferred to reserve their opinions until a definite plan for the organization of the metropolitan city can be drawn up.

### NOT QUITTING JOBS

Although Mayor Curley himself did not attend the meeting, his offer to give up his \$20,000 job of Mayor, if necessary, for the creation of a Greater City was discussed, but none of the members volunteered to follow his example.

"I would not give up my job," Mayor John J. Whalen of Chelsea confided to his colleagues. "I fought too hard to get it." The Chelsea chief executive explained that he wanted to get an idea of what was in "the back of Curley's head" before he would endorse the Greater Boston proposal.

Mayor Patrick J. Duane of Waltham declared that "whatever is in back of Mayor Curley's head flows readily over his tongue. I am prepared to say now that I would like to have Waltham become a part of Boston," said Mr. Duane. "If the annexation is accomplished, gentlemen, you will soon see Boston governed by Waltham."

Mayor John J. Murphy, the first Democrat to serve as chief executive of Somerville in the city's history, stated that while he knew Somerville would not favor annexing one inch of its city to Boston, he believed that there was something tangible in Mayor Curley's idea in speaking to the world with a voice of 2,000,000 people instead of only \$80,000.

He gave his unqualified endorsement to Mayor Curley's inaugural recommendation for the organization of the Mayors and the chairmen of selectmen of the 40 cities and towns to control and supervise the expenditures of the Metropolitan District Commission.

"We don't want to go into a Boston where they spend a million and three-quarters for a little street widening," said Mayor Murphy, referring to the recent widening of Exchange street.

"When Boston shows she can take care of her own affairs, then she can reach out. I would like to point out that Boston is not governed entirely from within. The State is throttling Boston through its system of control of taxes and other matters.

"The State now has a new system of taxation without representation, through the Metropolitan District Commissions which spend millions without the sanction of the cities and towns," said Mayor Murphy. "They are responsible to no one. To meet this Greater Boston project, I believe that the Mayors and the Selectmen should form a board or commission. But for a Greater Boston on the borough plan, Somerville has no desire."

Mayor Charles S. Ashley of New Bedford was elected president of the Mayors' Club, with Mayor George J. Bates of Salem, vice-president, and Mayor Andrew A. Cassara of Revere, secretary-treasurer. The legislative committee elected included Mayors Bates, Cassara and Joseph N. Carriere of Fitchburg.

### DENIAL BY CONNELL

#### Weymouth Selectman Not Present at Mayors' Club and Has Not Approved Curley's Plan, He Says

William A. Connell, a member of the Weymouth selectmen, at his South Weymouth home last night denied that he had attended the Mayors' Club meeting in the Parker House, Boston, yesterday afternoon and that he had approved Mayor Curley's plans for the formation of a Greater Boston.

"I did not attend any such banquet," the selectman said, "and neither would I make any such statement relative to Mayor Curley's plan." It was reported yesterday that Mr. Connell had said that the people of Weymouth would be 100 per cent in favor of joining a Metropolitan Boston.

Another member of the selectmen, Fred E. Waite of South Weymouth, refused to comment in detail on the proposed plan, but said that he was "personally very much against it." He would not give any opinion as to how the proposal would be greeted by the citizens of Weymouth and nearby towns.

# DECREASE IN BOSTON SURPLUS

## Several Departments Have Deficits in Budgets

When the financial books of the city are closed this week for the fiscal year of 1929, city officials expect that the ledger will show a surplus of between \$500,000 and \$1,000,000, which will be far below the surplus of the previous year because of the fact that several departments revealed large deficits.

### DEFICIT IN POOR RELIEF

The biggest deficit developed in the public welfare department where the doles for poor relief during the past year ran about \$230,000 higher than the appropriation established in the budget as the beginning of 1929.

The City Hospital budget showed a deficit of \$51,000, the officials reported, and this was attributed to the demand for more food for the increased number of patients during the past 12 months.

The deficit of the schoolhouse department, estimated at \$79,000, may go even higher before all the bills have been sent in and the final figures determined.

Then there were deficits reported in the public buildings, county buildings, courthouse and collector's departments, which were laid to emergency repairs and new functions by the various officials.

Many of the other departments, however, have been able to save some money in their budgets, not having expended all they had asked for at the beginning of last year. After the deficits are checked off against the department savings, it is expected that there will be a surplus of at least \$500,000, but less than \$1,000,000. Former Mayor Nichols ended his third year in office with a surplus of \$2,700,000.

City Auditor Rupert S. Carven states that Boston also has about \$8,400,000 in back taxes to come in.

Contd 3

votes from those timid wets who might be whipped into line on a support-the-President issue.

Gov. Allen has put the issue on a law and order basis and not as one of wet and dry. As a large employer of labor in his private business he saw the economic benefits of prohibition and undoubtedly is sold on it.

The Governor's budget message is certain to strike a responsive chord because it seeks a reduction of the state tax, which is levied on real estate almost exclusively, while pursuing the largest and most ambitious program ever undertaken. Anything that holds forth a promise of reduced taxes is gratifying to the voters.

There were rumors around the State House during the week that the civil service commission had rejected one or more of Mayor Curley's appointees as department heads for the city of Boston. Possibly such action may develop, but nothing definite has been done yet. Every new appointee must be investigated and examined by the commission. There has not yet been sufficient time since the submitting of the appointments for the thorough check-up. Investigators have not yet reported and the commissioners have not yet examined the prospective heads. The commission has a month in which to do its work and there is no cause for speculation yet.

#### SILVERMAN'S APPOINTMENT

The appointment of Samuel Silverman as corporation counsel by Mr. Curley has been interpreted as a shrewd move, destined to restore to him any defections which may have been caused by his blast over the radio against Mrs. Barron in the closing hours of the municipal campaign. Mr. Curley undeniably is making eyes at Beacon Hill and if Mr. Fitzgerald fails to make the grade in the next state election the mayor undoubtedly will take another fling at it in 1932.

Meanwhile another Democratic mayor may be built up to state-wide proportions. Reference is to Richard M. Russell of Cambridge, whose moves are being checked closely for signs that he is preparing to step one day up into the place occupied more than 30 years ago by his distinguished father.

A third mayor whose actions are being watched is Sinclair Weeks of Newton. A senatorial toga is his hereditary costume. The Republicans hope that he will measure up to the standard of his noted father. Messrs. Curley, Russell and Weeks are the figures in the background who bear watching.

The initiative petition for the repeal of the Baby Volstead act and the book censorship bill are beginning to loom up as the chief measures of interest coming up for debate. The law enforcement act will command the interest of all, and the censorship bill will be restricted chiefly to the erudite and cultured people of the commonwealth, but a measure for the man in the street is the one proposed by Representative Slater Washburn of Worcester for the regulation of professional boxing and wrestling.

the communities benefiting from any such improvement.

#### PRESENT TAXATION

Mayor Murphy believes that the metropolitan district commission should continue to shape the general policies and improvements necessary for the metropolitan area, but he is unalterably opposed to the present system of "taxation without representation" carried out through the commission, with the approval of the Legislature. He points out that vast improvements are inaugurated and inequitable assessments levied on the cities and towns in the metropolitan area without their having any direct voice in the matter.

Mayor Murphy said he had for some time given serious study to the problems of obtaining relief from the present "unfair and unrepresentative" system as regards improvements inaugurated in the metropolitan area. Following his induction into office, one of his first communications to the board of aldermen was a request for authority to employ a legislative counsel to protect the rights and interests of the people of Somerville in matters up for consideration before the Legislature.

"It is especially important," he told the board of aldermen, "that a representative should be present at all times during pending legislation in connection with public utilities, water supply and other metropolitan district commission matters similar to the recently enacted northern traffic artery legislation. This request is imperative in view of the fact that the metropolitan district commission is planning a tremendous program of development, and Somerville has no representative on the commission, no voice in the selection of its members."

"In other words these improvements are planned and put into effect without the sanction of the city of Somerville, and yet Somerville is compelled to pay whatever sum is assessed against it for the development of these projects."

As an instance of how the present system works, Mayor Murphy cited the northern artery development. "This went through without our having any direct voice in the matter," he said, "and the commission in charge of the project took away from us a million dollars worth of taxable property and then turned around and assessed the abutters for betterments. Property at considerable distance from the artery was assessed hundreds of dollars, but fortunately by means of a tremendous protest the citizens of Somerville were able to have the betterment tax removed."

He pointed out further that Somerville, as well as several other communities, is assessed for the expansion of water systems in other communities, for the southern artery on the other side of Boston and for other improvements remote from its precincts or interests.

"I am opposed to this domination of metropolitan Boston by the state, and favor setting up a metropolitan community or council which would have the right to self-expression in all matters of common interest to the cities and towns in the district," he said. To accomplish this end, Mayor Murphy says he plans to call a meeting of all the mayors and chairmen of selectmen of the metropolitan area to lay the situation before them and suggest legislation to vest in them the authority desired to protect the rights of their communities. He added:

That is the form of Greater Boston I visualize, he said. But believing as I do, and as the citizens of Somerville do, in the right to local self-government, and proud as we are of our traditions which go back to the days of the Puritans, we can never consent to lose or obscure our identity by

## READY TO FIGHT BOROUGH PLAN

Somerville Mayor Would  
Preserve His City's  
Independence

### SUGGESTS FORM OF COMMUNITY RULE

*(This is the first of a series of articles showing the opinion of greater Boston mayors and other officials regarding Mayor Curley's plan for a Metropolitan Boston council or federation. Ed.)*

By EDWARD DRUAN

While uncompromisingly opposed to any move which would mean the surrendering of Somerville's autonomy and the submerging of its identity in a Greater Boston, whether as a borough or otherwise, Mayor John J. Murphy of Somerville believes that it would be advantageous to set up a Metropolitan Boston for census purposes alone. He believes with Mayor Curley that great economic benefits would flow to Boston and the cities and towns within a 15-mile radius of the State House if their combined population of nearly 2,000,000 could be counted in as the unified constituency of Metropolitan Boston, thus giving Boston fourth place among the great cities of the United States.

But while opposed to tying in Somerville with Boston in any consolidation project, Mayor Murphy advocates a plan for united community action which while not strictly lending itself to Mayor Curley's general concept of a Greater Boston, meets in some degree the requirements of the Boston mayor's plan for a central governing agency controlling the destinies of the 40 communities of the metropolitan area in matters of general and common interest.

The Somerville mayor would set up a metropolitan council composed of mayors and chairmen of selectmen of the cities and towns in the metropolitan area, who would have a voice in all matters of common concern to their communities. In such matters as water supply, sewerage systems, metropolitan parks, creation of traffic arteries and other major improvements now carried on by the metropolitan district commission and the division of metropolitan planning, the council of mayors and chairmen of selectmen would act as a consulting body whose approval would be necessary for the execution of any projects, and in the last analysis would have the power to determine the total outlay to be authorized and the amount of assessments to be levied on each of

# MAYORS' CLUB TAKES UP 'BIG CITY' ISSUE

*1/19*  
Murphy of Somerville Favors  
Commission Rather Than  
Borough Plan

Mayor Curley's proposal for a Metropolitan Boston was discussed at yesterday's annual luncheon and meeting of the Mayors' Club of Massachusetts at the Parker House.

Mayor John J. Murphy of Somerville went on record as opposed to the borough plan and suggested a bureau or commission, representing all cities and towns in the Metropolitan area to control and supervise the appropriations of the Metropolitan district commission.

"Boston," he said, "is throttled by the state which controls her taxes. The commission is spending millions without sanction of neighboring cities."

He felt that Mayor Curley's proposal in some ways has merit.

Mayor John J. Whelan of Chelsea suggested deferring discussion until something more in detail is forthcoming from Boston's chief executive.

Officers for 1930 chosen were: Charles S. Ashley, New Bedford, president; George J. Bates, Salem, vice-president; Andrew A. Cassassa, Revere, secretary.

## FIRST SESSION IS CALLED FOR NEXT FRIDAY

*Adv  
1/19*  
Campaign to Enlighten Dwellers in Fifteen-Mile Area

### "TEAM PLAY" TO AID ALL

Miss Herlihy, Secretary, Cites a Few Reasons for Real Expansion

A campaign of education and publicity will be adopted by the newly created commission selected to

study and develop a plan for a Metropolitan System of Government. It will be an effort to enlighten citizens within the area of fifteen miles of Boston as to benefits to be derived from such a unification.

The first meeting of the commission, organized at the request of Mayor Curley, will be held in the rooms of the City Planning Board at City Hall Friday afternoon.

Probably the first act of the body will be to draw up plans for a comprehensive study of the industrial, commercial and political phases of cities and towns in the Metropolitan area.

### PLAN YEAR'S STUDY

It is probable this work will take about a year before any plan may be submitted that will answer the requirements of a Metropolitan city and at the same time be agreeable to the officials of the various cities and towns.

From time to time as the conferences progress, invitations will be extended to officials of nearby cities and towns to be present for a full explanation as to the part their local governments may play in the new city.

The new commission believes that a full discussion of the proposed plan will get under way early and that within two weeks from next Friday a really active organization of plans and prospective outline will be made public.

### LONDON BOROUGH PLAN

The selection of Miss Elisabeth M. Herlihy as secretary of the new commission has met with general approval. Miss Herlihy, who also is secretary of the city planning board, is known in this country and abroad for her intensive study of big cities. She has read many papers before international bodies on the subject of city planning and her advice is widely sought.

"I believe the subject of a Metropolitan city should be approached in the most friendly manner and spirit," Miss Herlihy said. "It is not the intention of Boston to attempt to force upon the cities and towns within a radius of 15 miles any scheme. Far from it."

"Neither do we wish to take away from those sections any of the prerogatives they now entertain. They will not only maintain what they already have but have added authority as well," she continued.

"Under the borough system in London each mayor and city council attend to their own local functions and have a say in the general action of the main body."

### MUST JOIN BIG CITIES\*

"Each mayor or board of selectmen in the Metropolitan area to be included in the Metropolitan idea would have the same authority as the London plan. As a matter of fact, they do not at present have this authority, although they are located in the Metropolitan section."

"Let us call it a unification of all the towns within a radius of 15 miles of Boston. Why not? It is in no sense annexation. Do you realize that the Greater Boston

cities and towns have a population that far exceeds the population in our city? Do you see that it is practically impossible for the Hub to even try to dominate a metropolitan city."

"Prof. Thomas H. Read of the department of government of the University of Michigan, at present at Harvard College, said recently that every business man of every large city in the country carried around with him a note book which contains a list of the 10 largest cities in the United States."

### NOW IN EIGHTH PLACE

"This note book has influence—when a business man is seeking industries and commercial locations. Will that business man locate in a section where there are no industries? Prof. Read made it clear that Boston was in eighth place on the list and was in grave danger of losing that position."

Prof. Joseph H. Beale of the Harvard Law School, who was elected chairman of the commission in a letter to Mayor Curley today stated that he would be to serve and would have as consultant Prof. William B. Munro of Harvard School of Government, who is also a member of the commission.

The rest of the committee is composed of educators, editors, business men and city planners.

HERALD 1/19/30

# GOV. ALLEN'S BUDGET MESSAGE RAISES THE DROOPING SPIRITS OF STATE REPUBLICAN LEADERS

By W. E. MULLINS

Gov. Allen poured balm into the wounds of the Republican party in Massachusetts, Friday, with the submission of his stimulating budget message to the state Legislature. The refreshing application was sorely needed after the bitter recriminations unleashed by former Gov. Fuller's attack on the proposed candidacy for the senatorial nomination of William M. Butler and the indictment of the police department drawn up before the legislative committee on rules by Senator Joseph J. Mulhern of Dorchester.

Troubled times lie ahead. There seems to be no adequate means of harnessing Mr. Fuller, the police situation is loaded with dynamite, and there comes also the threat of revolt against the major party by the Democratic members of the Legislature who do not intend to be anywhere nearly so peaceful as surface conditions might indicate. Add to that the prohibition issue, the stalking of a ghost which will not be buried, and the outlook is hardly cheerful.

The activity of Senator Mulhern, coupled with the unexpected flareup in the House, Friday, when Representative Keating doubted the presence of a quorum, portend trials and tribulations. The committee on rules is dominantly Republican. The strange case of Oliver Garrett, his pensioning, the charges against Commissioner Wilson and his conduct of the department, must be cleaned up and removed from the mind of the public lest the incidents become a political football to be kicked around promiscuously in the November election.

## QUICK JOB NEEDED

The part of wisdom would seem to dictate that the entire matter be cleaned up speedily. It must not be permitted to smoulder. The next move in the situation will be made during the week when the committee report will be filed. Anticipation of it indicates that there will be an investigation of Garrett's pension and a refusal to investigate the department.

Senator Mulhern, serving his first term in the Senate, has become the most widely exploited member of the Democratic party on Beacon hill through his connections with the affair, starting early in the summer with the first of his letters to Gov. Allen. He is an able, resourceful, striking young man. He must have devoted considerable time to the thorough preparation of his case, because it was presented forcefully, and he will not hesitate to bring the issue on to the floor of the Senate in the event of an unfavorable decision.

Commissioner Wilson's fiery and aggressive defence of his acts and his department obviously impressed many members of the committee. In retrospect it seems as if he should have ceased with his own personal efforts at vindication. The appearance of his associates in the department did nothing to help his cause. They spoke in glowing terms of him, both as a man and as an executive. They are his subordinates. What else would they have said?

Scant, indeed, was the news that leaked out of the Boston City Club last Thursday, when the Democratic members of both branches of the Legislature assembled for their annual organization meeting. Far-reaching will be the consequences. Starting Jan. 30, they will assemble each fortnight for the duration of the session.

## TO WORK ON ORGANIZATION

In past years the Democrats have recognized the futility of their attempts to accomplish anything because of their scant numbers. In the current session it is their intention to operate as an organization and they expect to accomplish big things. They are looking forward to the state election. Within a short time notice will be served on the Democratic state committee that the legislators must not be ignored. Intact for six months of the year, they intend to remain organized through the election. Their purpose has not been revealed.

In the Legislature it will be emphasized that they have no intention of becoming obstructionists, and yet they are eager to succeed in passing several party measures of importance, and that is one of the two reasons for their organization. They will present a solid front at all times, with the majority vote of the members dictating their votes on all measures which have any political tinge, and any member who deserts will be called upon to explain his action.

The contact man undoubtedly will be Representative Daniel Coakley of Chicopee, who is recognized as probably the soundest and sanest of the group. He is a big figure, both physically and figuratively, because he can deal with the Republicans on friendly terms. Diplomatic and popular, he is the ideal man to do the dickering with the opposition before any show of strength is made.

The developments of the short, sharp fight against one of President Bacon's bills in the House Friday were unexpected. There was no desire on the part of the Democrats to question the presence of a quorum. It was done by Representative Keating of Fall River,

who did not attend Thursday's meeting at the City Club.

## POSITION OF BACON

President Bacon, by the way, is beginning to pay the penalty exacted of all men who are suspected of being ambitious. The Democrats see in him a legislator who may be destined to advance beyond the Senate. Every move he makes, therefore, will be scrutinized carefully to discover some political motive. Representatives Twohig and Sawyer openly charged him with seeking political advantage by the mere sponsoring of bills which undoubtedly have merit.

Gov. Allen undeniably assumed the leadership of the party in the state when he laid down his definite demands for the defeat of the attempt which will be made to repeal the state law enforcement act in his message to the Legislature. That stern struggle will begin Jan. 29 when the legislative committee on legal affairs holds its public hearing on that initiative petition in Gardner Auditorium. Selecting that hall for the hearing shows that the committee recognizes the importance of the issue and the throngs it is certain to attract to hear the debate.

The Republican party seems to be unwilling to go ahead with the straightforward issue of prohibition unless it possibly can be wrapped up in the cloak of law and order. That would draw a large element of the party's wet group who would be willing to vote for the Governor in support of his stand, which would be consistent.

It seems, however, that John F. Fitzgerald, who holds the pole in the contest for the Democratic nomination for Governor, will insist on making the subject of prohibition a clear-cut issue in the campaign. He has been a trifle disturbed at the thought of losing votes to the Republican war cry of "Support the President on the issue of prohibition" and to counteract that he will take a lead from Senator Glass of Virginia.

## WILL OFFER REWARD

Mr. Fitzgerald shortly intends to make an offer of a substantial reward to any one who can point out to him any speech or statement or message in which President Hoover has specifically expressed himself in favor of either the Volstead act or the 18th amendment to the federal constitution. Senator

Glass stated it in the Virginia campaign and encountered success.

It seems that an examination of Hoover documents reveals that the President never has declared himself openly beyond terming prohibition a noble experiment or said that he is not in favor of the movement to repeal the 18th amendment. Mr. Fitzgerald is shrewd enough to employ that as a possible means of catching Republican

*Contd*

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becoming a borough or other subdivision of Boston.

We believe in working for the advancement and glory of Greater Boston and of the state, but at the same time we wish to preserve our independence. While I have no criticism of any particular political administration in Boston, I feel that Boston might well look to some of its own shortcomings—such for instance as street improvements sadly needed—before inviting other cities and towns to

## Opposes Boroughs



Mayor John J. Murphy of Somerville.

link their destinies with the capital city. The very domination of Boston by the state, depriving it of home rule, would be reason enough, if others were lacking, for Somerville's refusal to become a constituent of a Greater Boston.

### MAYORS HESITATE

Mayors of Greater Boston cities, who discussed Mayor Curley's plan for a metropolitan city, at the annual meeting of the Mayors' Club of Massachusetts, at the Parker House, yesterday, showed a disposition to withhold comment until some definite plan is prepared for consideration.

Instead of antagonism, Mayors John J. Murphy of Somerville, John J. Whalen of Chelsea and Patrick J. Duane of Waltham, gave qualified endorsement to some scheme of unified action in the metropolitan district. Mayor Curley was unable to attend the meeting.

Mayor Whalen declared a preference to withhold an opinion upon a metropolitan city until such time as a definite proposal is unfolded. He added that it was probable that Mayor Curley "had something in the back of his head" and he expressed a desire to know authoritatively plans which the Boston chief executive may approve.

Mayor Duane, facetiously replying to the mayor of Chelsea, asserted that from what he knew of Mayor Curley, he usually "has something on the tip of his tongue instead of in the back of his head." He agreed that Waltham would become a part of a metropolitan city with the reservation that Waltham

would insist upon holding control of the government.

Mayor Murphy spoke at length upon the metropolitan idea. Nearly every mayor in Greater Boston, he said, is sincerely interested in any plan which means the proper kind of a metropolitan city. He expressed doubt of the willingness of cities adjacent to Boston to merge with that city when there is such generosity in municipal expenditures as will permit of the spending of \$1,750,000 for a little street widening.

"When Boston can show the smaller nearby municipalities," he added, "that she can take care of herself, then it will be time for Boston to reach out and extend the city limits."

Officers for 1930 are Charles S. Ashley of New Bedford, president; George J. Bates of Salem, vice-president, and Andrew A. Casassa of Revere, secretary. The legislative committee is Mayor Joseph N. Carriere of Fitchburg and Mayors Bates and Casassa.

### TO REPRESENT BOSTON BUILDERS AT CAPITAL

James J. Scully, president of the Building Trades Employers' Association of Boston, has been named by William Stanley Parker of the Boston building congress to attend the conference of representatives of the building industry of the country to be held Tuesday in the National Chamber of Commerce building at Washington. This conference is being held in connection with the national business survey program outlined by President Hoover recently and will be attended by approximately 60 trade associations, representing various phases of building construction.

shop of Albany, the service stations operated by manufacturers and if such stations are not available, the necessary work will be done at the city shop.

It was indicated that the mayor favors the re-establishment of the city repair shop which he established during his previous administration, but which was practically ignored by the Nichols administration.

City officials, who have been enjoying the comfort of expensive automobiles provided them by the city in recent years, have been apprehensive of an investigation by Mayor Curley of the extent to which the city has added to the fleet of pleasure cars during the last four years. For the past two weeks there have been very few automobiles assigned to department heads and their subordinates parked about City Hall annex, and the feeling has prevailed that as soon as Mayor Curley found time to investigate the automobile problem, he would quickly deprive many officials of their chauffeur-driven cars.

Yesterday he told Richardson how the truck repair business will be handled and he also informed him that this particular "leak" reached such a volume last year that it could not be satisfactorily explained.

The expectation is that when the mayor receives the figures about expenditures for truck repairs during the past five years he will make some comment upon the record.

It has not caused any surprise that the mayor has insisted that efficiency in the management of departments will be demanded from every official. Mayor Curley, long ago, acquired the reputation of forcing all city employees, whether holders of titles or ordinary workers, to give adequate return in the form of service for the compensation they have received.

His first declaration, which was aimed, according to those familiar with conditions which confronted him, at one of the worst "rackets" in the carrying on of municipal activities, has brought building inspectors and other varieties of inspectors to the realization that the methods which they have been pursuing will not be tolerated any longer than it will take the mayor to remove them from the city payroll.

The inspection "racket" has been productive to some inspectors and other city workers in recent years and, it has been rumored that refusal of contractors, painters and others employed to perform work on city buildings, as well as contractors engaged in the erection of buildings for private owners, to meet the demands of inspectors has been the cause of needless delays in construction as well as the holding up of payments for work done for the city.

In spite of the tremendous amount of work which he has started and which has included almost daily conferences, the organization of committees, and consideration of the major plans of his administration, Mayor Curley has stopped, during the two weeks of his service, numerous "leakages of public funds" which others have openly characterized as "grafts" and "rackets."

His first attack was upon inspectors and he followed this action with a peremptory order prohibiting unnecessary overtime employment in the various services within the department of public works. The matter of tax abatements has also attracted his attention and he has met an astounding situation by a decisive order to the assessors to refuse abatements upon pending applications.

Within the past few days he shifted his attention to the matter of damages which have been paid by order of the law department to claimants who charged the city with responsibility for personal injuries or damage to property,

## SCENTS GRAFT IN TRUCK REPAIRS

Mayor Demands Figures  
For Five Years, 1929  
Total Being \$100,000

### INSPECTION 'RACKET' ALSO IN DISCORD

By JAMES GOGGIN

Mayor Curley summarily ended a municipal motor truck repair "racket" yesterday, and called public attention to the fact that the expenditure of more than \$100,000 last year for the repair of city-owned trucks was unjustified and constituted a "prolific source of waste of public funds."

He ordered Edward F. Richardson, who has charge of the maintenance of city-owned motor vehicles, to submit to him a detailed report revealing how much was spent for repairs upon city-owned trucks and cars in 1925 and each succeeding year.

The mayor demanded the names of the concerns to which such repair work was given as well as the total payments which have been made in each of the five years. Henceforth the mayor proposes that city trucks which cannot be repaired at the municipal repair

HERALD, SUNDAY 1/19/30

# Mrs. Helen C. Galvin Succeeds McGlenen as City Registrar

Mayor Sets Precedent by Naming Woman to High Office

## NOMINEE ACTIVE IN LATE CAMPAIGN

Mayor Curley established a precedent yesterday by naming a woman head of an important municipal department. He announced the appointment of Mrs. Helen C. Galvin of 7 Strathcona road, Dorchester, to the post of city registrar, which will be vacant Jan. 31, when Edward W. McGlenen is retired. The salary is \$5000.

The mayor's disposition to give recognition to women in his selections for appointive positions has been disclosed twice during the past two weeks. One of his first appointments was that of Mrs. Colin W. McDonald to the board of election commissioners and his announcement, yesterday, not only surprised applicants for McGlenen's position, but indicated that the mayor believes that women were as qualified for some important positions as men.

Mrs. Galvin was prominent in the mayoralty campaign. She was one of the organizers of the Women's Better Government league which was formed to aid the Curley candidacy, and she served the organization as its treasurer.

It was a significant coincidence that she had not been mentioned as a candidate for registrar, because Mrs. McDonald had not been included among those Mayor Curley was supposed to have considered for election commissioner.

If confirmed by the civil service commission Mrs. Galvin will be the fifth registrar since 1849. Artemus Simmons was the first and he was succeeded by Nicholas A. Appolonio who was in turn succeeded in 1891 by William H. Whitmore, who died in 1900 and whose successor was McGlenen.

Mrs. Galvin is a good cook and enjoys housework, but believes that politics gives women, particularly mothers of families, a broader outlook on life.

At her home, 7 Strathcona road, Dorchester, last night, she was rather reticent about discussing her new position at such an early time.

"After leading such a prosaic life," she said, "it is rather hard for me to realize that I have been plunged into active politics so suddenly. I have always been interested in politics, although I have never sought a public position. I would rather wait a while before I make any definite statements about my new work."

Mrs. Galvin first came into public prominence during the Curley cam-

paign as treasurer and an active member of the Women's Better Government League. Previous to that, however, she was well known in Greater Boston music circles. Her voice is a rich soprano and communicants of St. Mary of the Angels Church, Jamaica Plain, hear her singing in the choir Sunday mornings.

She was born in Pembroke street, South end, and first attended the Gilloway grammar school. Following her graduation from Roxbury high school she entered the New England Conservatory of Music where she took a course in vocal culture.

St. Ignatius' Guild, the Philomethean Club and the Women's Democratic Club hail her as an outstanding member of those organizations, while she is the only woman member of the governing board of the Massachusetts Catholic Order of Foresters.

Her four children furnish her particular interest in life in making their home all that it should be. They are Gerard, 18, who attends Boston College high school; and Margaret, 16, Helen, 14, and Virginia, 13, who are students at the Dorchester high school for girls. Her husband, Edward C. Galvin, operates a printing business in South Boston.

Outside of her immediate family she has her mother, Mrs. Joseph F. Countie, who makes her home in Billow street, Roxbury, and six brothers, including Rev. Fr. Joseph K. Countie, former professor of languages at Boston College.

The failure of Mayor Curley to appoint a city collector, a city treasurer and a superintendent of supplies is inexplicable to political leaders who alleged the ability before his inauguration to predict his selections for these important positions.

The resignations of Collector George H. Johnson, Treasurer Frank L. Brier and Superintendent of Supplies Herbert S. Frost are in the possession of the mayor; but in spite of the fact that he has had two weeks to name their successors, he has shown no inclination to be spurred to action by the desire of his political friends to have the three offices filled.

In the majority of the appointments which have been made by the mayor, he has surprised the politicians. He has persisted in selecting men and women who had not been mentioned by the forecasters and while a few of his appointments were known in advance of his inauguration, several men, who were scheduled, unofficially, to become members of his official family have been overlooked.

# MYRICK EXPLAINS SCHOOL DEFICIT

Contracts Made Under Emergency Clause, Is Claim

All contracts given by the Boston schoolhouse commission which resulted in a \$73,000 deficit in one of its accounts were made under the "emergency clause" of the city charter, declared Maj. James W. H. Myrick, former member of the commission, last night. This was his reply to a statement that such a shortage had been found.

Maj. Myrick, who went out of office when the schoolhouse commission was legislated out of existence by the voters at the November election, said that the schoolhouse commissioners had "nothing to worry about." Francis E. Slattery, former chairman of the commission, left Boston on a business trip yesterday morning.

Maj. Myrick said:

All contracts which might have caused the \$73,000 deficit were given out under the "emergency clause" of the city charter. When something happened at a school, say a boiler was found to be defective, or a number of windows were broken, we couldn't order the school closed. The repairs simply had to be made and that was all there was to it.

Considering that there are 310 schoolhouses, and about 200 portable school buildings in the city, one would expect that emergencies of this nature would crop up from time to time. Often a man starts out to repair a job and finds it much worse than he, or we, expected. Well, the only thing to do is to repair it as best you can, or buy a new piece of equipment.

The matter of having a deficit is nothing to worry about. We've always had them in city work and always will. Why, last year the schoolhouse commission returned \$110,000 to the school committee as unexpended. Nothing was said about that in the newspapers, except that The Herald printed it following the legislative hearing last spring.

There was no deliberate intent to spend money in excess of appropriations. I stand back of that. If the school committee won't allow the money to be transferred to another account, that's just too bad. Let them skin their own skins. The whole matter will be washed out, ironed out, as in former years. I'm not worrying.

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## MRS. CURLEY NOT WELL ENOUGH FOR TREATMENT IN NEW YORK

MRS. MARY CURLEY, wife of Mayor James M. Curley, is not yet in condition to be taken to New York for treatment, the mayor said last night in denial of a report circulated at City Hall. Although Mrs. Curley's condition

has been somewhat improved in the past week, the cold and stormy weather of the last two days has depressed her, he explained.

If she is to be treated by a New York specialist, it will be several weeks before she can be moved, Mr. Curley said.

CROBIE 1/19/30

HERALD 1/19/30

## OUTSIDE MAYORS NOT FOR CURLEY'S PLAN

Greater Boston Project Is Rapped at Club Meeting

Murphy of Somerville Thinks Board of Municipal Heads Better

Of the 40 or 50 members from all over the Commonwealth who yesterday attended the annual meeting and luncheon of the Mayors' Club of Massachusetts at the Parker House, only three of four of the chief executives of the neighboring cities had anything to say relatives to the Greater Boston borough system, advocated by Mayor Curley.

Mayor Curley was not among the guests and his absence probably appeared to have something to do with the lack of expression of opinion on the greater city project.

Mayor John J. Whalen of Chelsea, in referring to the metropolis idea, said he preferred to withhold his views until such time as he heard a public expression from Mr. Curley himself, or until he at least knew something definite about the proposal. Mayor Whalen said that perhaps Mayor Curley has something in the back of his head, but until he knew from an authoritative source just what the plan was, desired to reserve his opinion.

Mayor Patrick J. Duane of Waltham said that he was prepared to have his city become a part of the Boston plan for a greater city. His opening made the Mayors about him sit up and take notice, but they soon found that the Waltham chief executive was speaking in a facetious mood, for he added that if Waltham is annexed to Boston, Waltham will govern Boston. His remarks were greeted with loud applause, and he got even louder response when he said that perhaps Mayor Whalen is right. Mayor Curley may have something in the back of his head, but from what he knew of Curley, it was usually on the tip of his tongue.

### Murphy Treats Idea Seriously

Mayor John J. Murphy of Somerville, the first Democratic Mayor of that city in its 57 years as a municipality, was the only one of the trio of Mayors who treated the metropolitan idea at all seriously. He said he felt that pretty nearly every Mayor around Boston was interested in a Greater Boston, but it must be the proper kind of a greater city, he added.

Mayor Murphy said he didn't believe that any of the adjoining cities would like the idea of merging with a larger city that is content to spend \$1,750,000 for a little street widening. When Boston can show the smaller nearby municipalities she can take care of herself, then it is time enough for her to reach out for more territory, in the opinion of the Somerville Mayor.

Mayor Murphy, however, expressed

the belief that there is something tangible to the idea of the Boston Mayor, if the plan is carried out in the right way. Mayor Murphy switched his remarks to the Metropolitan District Commission, which, he said, was yearly spending millions of dollars without the approval or sanction of any of the cities or towns within the district. The commission obtains enabling legislation and then goes ahead responsible to no one.

Mayor Murphy said he thought that the Greater Boston idea could be brought about by the organization of a commission or bureau composed of the Mayors and chairmen of the Selectmen of the neighboring cities and towns. The proposed board, he said, would control and supervise all appropriations expended by the Metropolitan District Commission for improvements.

### Favors Separate Cities

Mayor Murphy said that from what he could see Boston was not being governed entirely from within, for in his opinion Boston was being throttled by the State, which controls the Hub's taxes, he said. Mr. Murphy thought the benefits of a greater city could be obtained by his bureau or commission idea, with the cities co-operating and still retaining their identity. But for a greater Boston on the borough plan, Somerville didn't want it, Mayor Murphy concluded.

Mayor Charles S. Ashley of New Bedford was elected president of the Mayors' Club, Mayor George J. Bates of Salem, vice president, and Mayor Andrew Cassassa of Revere, secretary. The legislative committee elected Mayor Joseph N. Carriere of Fitchburg and Mayors Bates and Cassassa.

Several of the newly-elected Mayors were present and spoke briefly.

## MAYOR EXTENDS A WELCOME TO BOSTON

H 19  
Finds Show Increasing Each Year in Popularity



HON. JAMES M. CURLEY  
Mayor of Boston

The 28th annual automobile show conveys its own message; a successful institution, firmly entrenched, each year increasing in service and popularity.

As Mayor of Boston it is my very great pleasure to extend a welcome to Boston and in extending the welcome express the hope that an even larger measure of success may be enjoyed this year than any previous year in the history of the industry.

The automobile may be truly termed the advance agent of that character of progress which is represented by prosperity and pleasure; it has been instrumental in making accessible distant places, it has compelled public officials to expend huge sums of money in the providing of serviceable highways that have added immeasurably to the contentment of the entire citizenship.

May the annual gathering be in keeping with the best ever furnished an expectant public.

JAMES M. CURLEY.

GLOBE 1/19/30

## WOMAN APPOINTED TO \$5000 CITY JOB



MRS HELEN C. GALVIN  
Appointed by Mayor Curley to Position of  
City Registrar

## MRS GALVIN NAMED AS CITY REGISTRAR

Will Succeed McGlennan,  
Retiring After 35 Years

Appointment Comes as Surprise—  
Woman Worker for Curley

By the appointment of Mrs Helen C. Galvin as city registrar, to succeed Edward W. McGlennan, Mayor Curley for the first time in the history of Boston places a woman in the cabinet of the chief executive of the city.

The appointment came as a surprise even to the politicians who have been close to Mayor Curley and is believed to be a reward for the work Mrs Galvin did as treasurer of the Women's Better Government League which functioned actively during the recent Curley campaign.

A circular, for which Mrs Galvin was responsible, answering some Good Government attacks, was considered by the Mayor one of the best pieces of campaign literature launched during his battle against Mr Mansfield and Mr Coakley.

If Mrs Galvin's appointment is confirmed by the Civil Service Commission she will be the fifth city registrar Boston has had since 1849.

### Head of Marriage Bureau

One of her chief duties will be the direction of the Marriage Bureau, in the handling of which Mr McGlennan won for himself lasting fame.

Mrs Galvin is the wife of Edward C. Galvin, who is in the trucking business in South Boston. They have one son and three daughters.

She admits frankly that she has

little knowledge of the important work she is to head, but she feels confident that she will easily master its many intricacies.

Mrs Galvin says she has received no official word of her appointment, and for that reason she was reluctant to answer questions, declaring that it would be better not to say anything about the new berth until she found herself actually in the chair.

"This is all a complete surprise to me," she said at her home last evening.

"Never mind the surprise," interrupted a sister, "it is scrumptuous and a fitting recognition for all your work."

"I know, but—" and Mrs Galvin's soft, dark eyes seemed to express her delight as she anticipated her new field of activity and her cheerful smile radiated the room.

"My work is just life to me," said Mrs Galvin, "and I suppose I will be kept busy with my new duties."

Mrs Galvin, who is a large woman, of much grace and charm, while feeling a bit embarrassed over the new job, is confident of being a worthy successor to Edward W. McGlennan, retiring after more than 35 years as city registrar.

### Cheerful Diplomat

She will have to affix her signature to all marriage licenses and she will have to deal with facts and figures as registrar of deaths and births.

Timid couples who call on her for information will find Mrs Galvin a diplomat, a woman of cheerful and kindly disposition, a woman who will understand.

Mrs Galvin had never been active in politics until the last city campaign. She is treasurer of the Woman's Better Government League, which endorsed Mayor Curley, and with Dr Helen I. Mcgillicuddy, president of the league, she was perhaps primarily responsible for enlisting the aid of the women in the campaign. The object of the league, she said, was to teach and instruct the women in the principles of politics.

Mrs Galvin is one of 10 children living, out of 14. She has a brother, Rev Joseph K. Countie, in the Jesuit order, located in the West Indies, who was a professor of languages in Boston College two years ago. She was married 20 years ago to Edward C. Galvin.

Mr Galvin arrived home while Mrs Galvin was talking, and put his approval on his wife's appointment, saying he did not think it would interfere with the trucking, "and it will not interfere with the home," added Mrs Galvin.

Four children by the union are Gerald, 18, a student at Boston College High School; Margaret, 16, attending Dorchester High School; Helen, 14, and Virginia, 13, students at the Dorchester Junior High School.

### Conducts Her Own Home

"I conduct my own home, do my own cooking, and I can wash and iron," said Mrs Galvin. Her experience has taught her, she says, that women can devote themselves to the home, take care of the family, and engage in outside pursuits without one conflicting with the other.

Mrs Galvin was born on Pembroke st, South End. She is on the sunny side of 40. She was graduated from the Dillaway School and Roxbury High School. She took a course at the New England Conservatory of Music and is an accomplished soprano vocalist. In that capacity she has entertained at many functions and charity affairs and today her services are in great

demand. She is a soloist at St Mary of the Angels' Church, in Egleston sq.

She is a member of the governing board of the Massachusetts Catholic Order of Foresters and her activities with that body have brought her in touch with thousands of people, young and old. "I think I am capable of judging human nature," she stated.

Mrs Galvin suggested, in answer to a query, that she thought married women should engage in politics, and believed her activities in the clubs served as stepping stones for other active spheres. She is a member of the Democratic Woman's Club of Boston, the Woman's Professional Club and the Philomathia Club.

She does not believe in young people drifting along through life and offered the opinion that young men earning good salaries "ought to marry."

HERALD 1/19/30

## SON WILL REPEAT CURLEY'S SPEECH

Children to Be Prominent at  
Feb. 16 Exercises

Boston school children and Superintendent of Schools Jeremiah E. Burke will be the outstanding participants in a combined celebration of the anniversaries of the birthdays of Lincoln and Washington, which will be held in Symphony hall, Sunday evening, Feb. 16. The tentative program which has been prepared by Director of Public Celebrations J. Philip O'Connell not only gives a prominent place to Paul Curley, 16-year-old son of Mayor Curley and a junior at Boston Latin school, but provides for recognition of the outstanding colored pupil in the Boston schools and the outstanding girl pupil in the high schools.

The mayor's son will deliver the address his father made at the exercises in Washington several years ago incident to the planting of trees representative of the cities of Massachusetts.

It was an impromptu and extemporaneous speech in memory of Lincoln given when Mayor Curley was president of the Mayors' Club of Massachusetts, and it made such an impression on the gathering that he was influenced to redeliver it later for the benefit of a stenographer. Demands for copies came to the mayor from every part of the country and in order to meet such requests, the municipal printing department published the speech on a neatly arranged card. The entire edition of 7500 copies was exhausted in a few months.

Director O'Connell intends to have the outstanding colored pupil deliver Lincoln's Gettysburg address and to will be given the honor of delivering an essay on Washington. There will be a chorus of 500 school children directed by John A. O'Shea, director of music in the schools, and other features will be added to the program.

AMERICAN 1/20/30

## Founders' Day

How Our High Schools Might Make September 17th a Day to Be Remembered

**A**NNOUNCEMENT from the City Hall means that the City of Boston's part in the observance of the Tercentenary of the Bay Colony will be carried out with becoming dignity.

The main celebration may be looked for on Founders' Day, September 17th, but the spirit of the tercentenary will also touch and influence the municipal celebration of Evacuation Day, Patriots' Day, Bunker Hill Day, the Fourth of July and Columbus Day.

In former Attorney-General Herbert Parker, a leader of the Massachusetts Bar, Mayor Curley has secured for the Independence Day exercises in Fanueil Hall one of the most eloquent of New England orators.

If suggestions are in order, the Boston Evening American would bring to the attention of Mr. J. Philip O'Connell, Mayor Curley's director of public celebrations, the titles of some of the floats with which the St. Jean Baptiste Society plans to interest the people of Montreal on June 24th, the Canadian pageant taking the name of "Visions of the Past":

Signature of the Marriage Contract. Showing Lambert Closse, Elizabeth Moyen, M. de Maisonneuve, Jeanne Mance, three Jesuits and leading citizens.

Marquis de Tracy Strolls at Quebec. Accompanying escort of pages, lackeys, guards and gentlemen.

Twelfth Night Cake. At a dinner of the Order of Good Cheer at Port Royal.

Ball at the Residence of the Governor - General of New France.

Seigneurs of Canada render-

ing Fealty and Homage to the Intendant at Quebec.

Journey of a High Official from Quebec to Montreal in Summer.

A Game of Cards on the Drum.

An Old-time Proclamation, with drum accompaniment.

Return from the Midnight Mass at Christmas.

Corn-husking Bee.

Mending Fish Nets at Gaspe. Communicants Before a Way-side Cross.

The Sanctus in the Home.

Paternal Benediction on New Year's Day.

Boston's Founders' Day celebration might well include a procession of twice as many floats, picturing the arrival of Winthrop and his party, the banishment of Roger Williams, John Eliot preaching to the Indians, Anne Hutchinson addressing a meeting of the women of New England, and recalling other scenes and other personages in our early history.

At a meeting of the Headmasters' Association of Boston, early last month, Mr. Robert F. Allen of the East Boston High School suggested high school pageants along this line. With other masters, Mr. Allen undoubtedly would be glad to co-operate with Director O'Connell.

The Mayor, we have no doubt, will be glad to see that substantial awards are made available for such school floats as are deemed most worthy.

HERALD 1/20/30

## MAYOR TO OFFICIATE AT RAIL OFFICE OPENING

Mayor Curley will officiate at the ceremonies attending the opening of the new up-town ticket office of the Canadian National Railways at the

corner of Edylston and Tremont streets at 11 o'clock this morning. The official opening of the new offices will be attended by more than a score of the railroads that maintain traffic departments in Boston.

HERALD 1/20/30

## MOORE TO START IN CURLEY MILE

Tech to Race Fordham at K. of C. Meet

Gus Moore, the sensation of the indoor year, will be a starter in the K. of C. mile for the James M. Curley trophy at the William C. Prout memorial games Saturday night in the Boston Garden. John E. Swift, directing the games for the local K. of C., announces a shift in the relay program planned for the meet. Massachusetts Tech, first announced as a rival for Boston University, has now been matched against Fordham University. A suitable opponent will be found for B. U.

Moore's coming into the mile field makes the race for the Curley trophy one of the outstanding contests of the year. Moore might be said to be the peer of Ray Conger just now in running distances.

Gus used to run for the Brooklyn Harriers, but he is now a pupil of Frank Shea at Pittsburgh, which college is also sending Pete Bowen to this meet. Last year it was Moore who made Pavlo Nurmi step up to a New England record in the two-mile run at the K. of C. meet.

Moore is the present National A. A. U. cross-country champion, being the first American to halt the parade of Finns in this event since the war. In Brooklyn, opening the indoor season this year, Moore ran two miles in 9 minutes 26 seconds, perhaps the outstanding performance of this whole year as we shall see.

What is he doing in a mile race? Just this. He was the fellow who pushed Leo Lemond to that 4:13 record over in the Yankee stadium last summer and incidentally was clocked himself in 4 minutes 15 seconds for the distance. He has run a 4:17 mile this winter and confidently expects to defeat Ray Conger in the coming race.

With Conger, whose racing ability is at its best when the competition is the keenest; Frank Lindsay of the University of Maine, New England inter-collegiate mile champion and joint holder of the I. C. Four A. cross-country crown, and Penn Hallowell, the Harvard star, listed to date as starters in this race, there will be a bundle of fun. Two other starters will be permitted in this race.

Fordham has a great mile team. It is composed of Frank Denzer, John O'Shea, Ray Hurley and George Simons. In a mile handicap race at the American Legion games in New York last week it did 3:26 for the distance. Tech is strong. It will have to be.

TOM McCABE.

HERALD 1/20/30

TRANSCRIPT 1/20/30

# Hultman Declares Arson Has Become a Business

Crime Goes Unpunished,  
He Says—Blames Laxity  
Of Fire Marshal's Office

## WOULD DIVEST IT OF AUTHORITY

By RALPH HARBER

"Arson is more than a crime in this vicinity—it is a business," Fire Commissioner Eugene C. Hultman declared yesterday when interviewed on Boston's fire insurance rates, the highest in the country.

The extremely high fire loss in this city during recent years is due, to some extent, to uncheked arson, the commissioner said, and a situation in which the crime is seldom punished.

### SAYS FIRE MARSHAL IS LAX

The situation might be remedied somewhat, he said, if investigation and prosecution of arson in Boston were left to the city fire and police departments rather than to the state fire marshal's office. He also charged that the fire marshal's office has been lax in its investigation of many suspicious fires during recent years.

"Boston has several thousand firemen and policemen sworn to protect the people," the commissioner said. "It would be merely common sense to let the firemen and police have full charge of all investigations rather than leave the work to the few inspectors in the fire marshal's office.

"Firemen and police are on the job at the most important time for the investigation—at the time of the fire," the commissioner continued. "Very often the inspectors from the state fire marshal's office do not arrive on the scene until 24 hours after the fire is out or later. They do not work Saturday afternoons or Sundays and fires and arson criminals do not take the same time off."

Commissioner Hultman recalled a fire in an apartment house where 80 persons were living. Rapid work by firemen caught the fire before it could spread. When it was out it was found that the fire had been set in three places in the cellar—in the rear, in the centre and in front, under the only stairway which tenants could use to escape. Had not firemen responded quickly lives might have been lost. No one was arrested for arson after that fire.

### SPRINKLER CHEATS FIREBUG

There was another fire in the shoe and leather district, the commissioner said, which was among the large number listed in recent years as of suspicious origin.

The blaze was in the storerooms of a wholesale shoe concern. The firm had thousands of pairs of out-of-style shoes packed in cartons.

Whoever set the fire, for it was undoubtedly set, forgot the antiquated sprinkler system which turned in an alarm soon after the fire started.

Firemen arrived on the jump and worked so fast that evidence, intended to be destroyed in the blaze, was uncovered. It was found that the cartons had been slit and soaked with gasoline. From carton to carton there had been spread newspapers, also soaked with gasoline.

Boston fire and police department officials worked all night on the investigation. An investigator from the state fire marshal's office arrived the next day and took over the investigation. Although there was the most conclusive evidence of arson, there were no arrests and no prosecution for setting a fire that might have destroyed the entire shoe and leather district.

### HURTS FIRE FORCE'S MORALE

When Mayor Nichols's committee reported on high fire insurance rates and fire losses, it mentioned the ineffectiveness of the state fire marshal's office as one of the causes of the high rate and the "inefficiency" of the fire department. If anything has hurt the morale of the Boston fire department it has been the knowledge that no matter what evidence of arson exists there is little likelihood of an arrest in the matter, the commissioner said.

"I think it is unfair," Commissioner Hultman said, "to call the Boston fire department inefficient when it is their speed and efficiency which has caught countless incendiary fires at the beginning and put them out before they could get very far."

A suggestion for reducing fire losses was made by Commissioner Hultman. "Fighting fires with water is out of date," he said, "we should fight them with inert gases."

He explained that 90 per cent of the fire loss in most fires is caused by water damage. Water seeping through floors, bringing down ceilings and ruining thousands of dollars worth of goods and property can be eliminated, he said.

### METHOD NOW IN USE

The fire department of the future, he believed, will hurry through the streets with huge tanks of carbon dioxide or some other inert gas. The gas will smother the fire and there will be no water damage.

Already, he said, the Standard Oil Company is using inert gases to fight fires aboard oil tankers.

In the past there have been some disastrous explosions while oil tankers were being unloaded. When the oil is extracted from the ship, the commissioner said, it leaves a highly explosive gas. A static spark or metal striking on metal often caused a terrific explosion of the gas.

The Standard Oil Company overcame the danger scientifically. Now, as the oil is pumped out of each ship an inert gas is pumped in.

Another good feature of fighting fires with carbon dioxide, the commissioner said, is that it is not dangerous to the firemen. One could be overcome by the gas, if one was exposed a long time, and yet feel no ill effects afterward, he said.

The initial cost of installing fire fighting equipment to fight fire with gas instead of water might be great, the commissioner concluded, but it would be more than made up by the huge reduction in fire losses.

Dartmouth-St. Bridge

Hearing Postponed

\$3,000,000 Revere Parkway  
Improvement Plans Discussed  
Before Committee

The scheduled hearing on the measure authorizing construction of a new bridge over the Charles River Basin from Dartmouth street in Boston to a point westward of Kendall square in Cambridge was postponed for one week today by the legislative committee on metropolitan affairs. The postponement was on request of Alexander Whiteside, counsel for proponents of the project, including representatives of hotel interests who were in attendance in a body. Mr. Whiteside asked for further time in which to prepare for presentation of data in support of the measure.

It was announced by the committee that assignment of a hearing today on Representative James J. Towhig's bill creating a joint special committee to investigate the advisability of creating a greater Boston by the consolidation of the cities and towns lying within a radius of ten miles of the State House had been in error and that the hearing is set for next Friday.

Plans for the construction of a series of roadways designed to relieve the traffic congestion on the Revere Beach Parkway at Revere Beach, at an estimated cost of nearly \$3,000,000, were discussed before the committee.

General Richard K. Hale, associate commissioner of public works, laid out for the committee the scheme drawn up by the State Department of Public Works. Department, part of the cost would be borne entirely by the State, as the present plan is to construct a State road from East Boston over the marshes to Revere Beach and beyond.

The State highway, running from a point near Day square in East Boston, over the marshes to the Revere Beach Parkway, over the parkway by means of an overpass, and thence to North Shore road, will be established as a State highway at a cost of \$2,000,000, General Hale said. Work on it can not be started, however, until after the city of Boston has definitely decided on the site of the East Boston end of the proposed traffic tunnel or bridge.

The Department of Public Works, said General Hale, also recommends the extension of Squires road in Revere from Broadway to Revere Beach. This extension, which it is estimated will cost \$685,000, would care for the heavy traffic from Malden, Everett, Medford and other points to the northwest of the beach and would take much traffic from the Revere Beach Parkway.

General Hale also told the committee that his department has investigated the advisability of widening a road running parallel with the Revere Beach Parkway at the beach to care for much of the beach traffic and also for some of the through traffic to Lynn and beyond.

*TRAVELER 1/20/30*

## MEMORIAL PLANNED TO ALL VETERANS

A suitable memorial to veterans in all wars in which the United States took part is planned by the Associated Veterans' Societies, of this city. Col. L. Vernon Briggs presided at a meeting held at 64 Beacon street, at which plans were discussed.

Recent utterances of Gov. Allen and Mayor Curley were brought to the attention of the gathering and gave renewed hope that a suitable memorial will be erected. Interested veteran organizations were advised to communicate with the society.

*TRAVELER 1/20/30*

## NEWTON K. OF C. TO HONOR MAYORS

### Invite Greater Boston Executives to Function Tonight

Members of Newton council, Knights of Columbus, will observe new mayors' night, tonight, by giving a reception in honor of Mayor Sinclair Weeks and his predecessor, Edwin O. Childs. The invited guests are Mayor James M. Curley, Mayor Richard M. Russell of Cambridge, Mayor Patrick J. Duane of Waltham, Mayor John Murphy of Somerville, Mayor Michael O'Neil of Everett, Mayor John Whalen of Chelsea and Mayor Philip Gallagher of Woburn.

The affair will be held in Elks hall, Centre street, Newton. Ex-Mayor Childs will be the master of ceremonies. He will be assisted in the staging of unique novelty numbers by Grand Knight Charles E. Coyne and Lecturer Edwin C. Heislein.

*MONITOR 1/20/30*

### HEIGHT REQUIREMENT HALTS BRIDGE PLANS

The War Department at Washington has practically eliminated hope that Boston Harbor will be spanned by a vehicle traffic bridge, by requiring a center height of at least 200 feet, according to official communications from the City Hall. It was insisted last week that if Washington asked for a greater center height than 155 feet, the proposed project would have to be abandoned.

Immediate action is sought by Mayor Curley on the communication from Washington, in a conference to be held with the City Planning Board, Metropolitan Planning Board, Boston Transit Commission and the Finance Commission. At this meeting, final plans for a connecting link between Boston and East Boston, either by bridge or tunnel, are expected to be completed.

*GLOBE PM 1/20/30*

## INDUSTRIAL BUREAU PLAN

### Curley Calls Conference to Consider Hub Survey

Mayor Curley today sent out invitations to a conference at City Hall on Thursday, Jan 23, at 11 a.m. for the purpose of considering the advisability of an industrial survey of the city, and the creation of a commercial, industrial and publicity bureau by the city of Boston to develop a program to promote industry and commerce.

It is expected that 30 to 35 men will attend the conference and if suitable plans can be made, the industrial bureau will be organized.

Those invited to the conference include committee on commercial and industrial affairs of the Boston Chamber of Commerce, committee on new industries of the Boston Chamber of Commerce, committee on publicity of the Boston Chamber of Commerce, Boston City Planning Board, Boston Finance Commission, officials of the N. Y., N. H. & H. RR; officials of the Boston & Maine RR., officials of the Boston & Albany RR., maritime bureau, Boston Chamber of Commerce, commercial and industrial leaders of Boston.

*TRAVELER 1/20/30*



### Plugging the Leaks

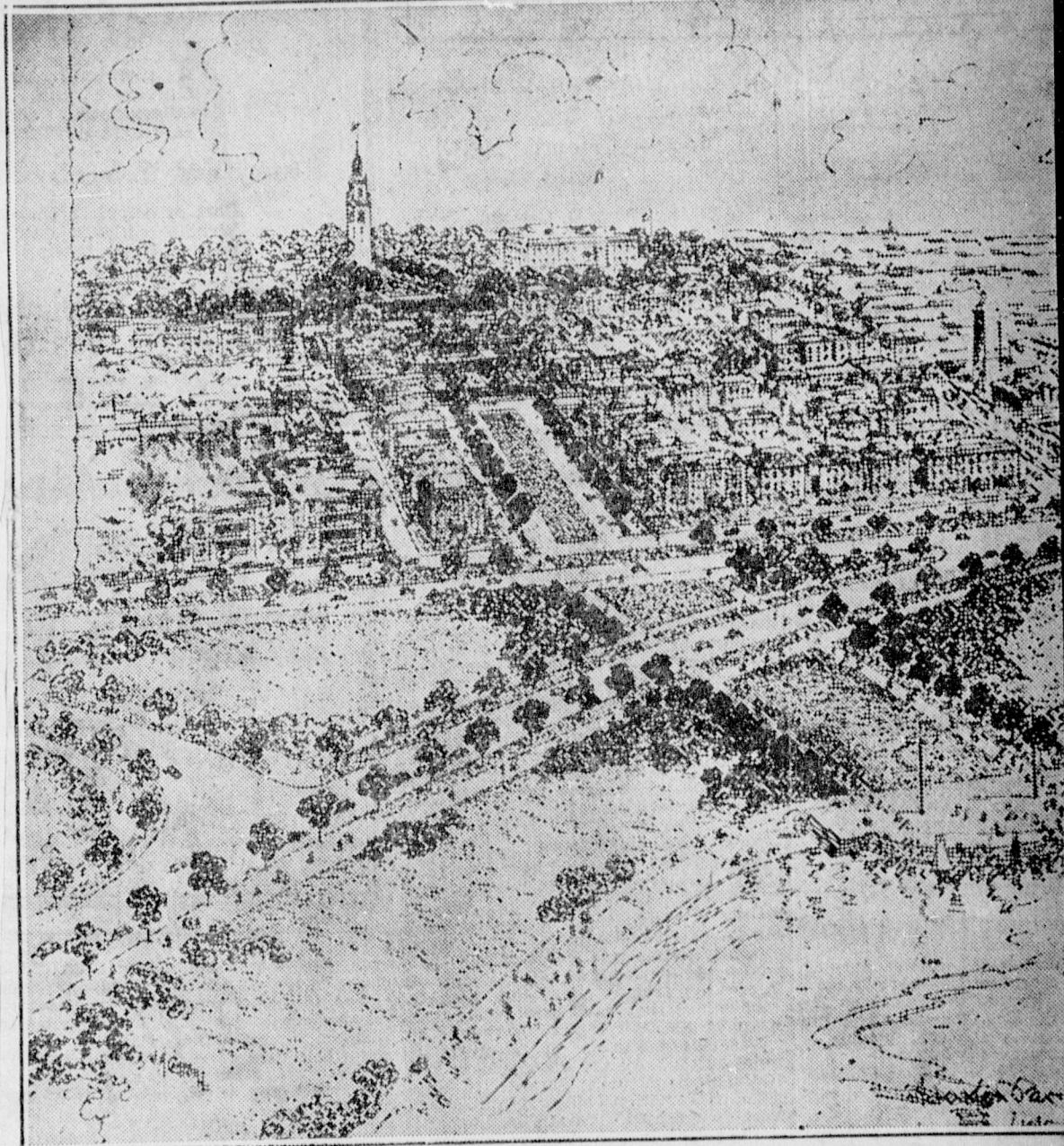
IT begins to appear that Mayor Curley is earning his \$20,000 a year many times over.

Last week he plugged up a number of holes through which hundreds of thousands of dollars were leaking from the city treasury. He put a stop to the abatement of \$300,000 in taxes. He put an end to a system of overtime payments to regular city employes which cost the city \$327,000 last year. He put a stop to another system whereby the city was making part payments for land taken by the city. Dissatisfied owners would use this money to fight the city. And, to make it a good week, Mayor Curley found what he terms a "prolific waste of public funds" for automobile truck repairs. More than \$100,000 was spent last year for this purpose.

Mayor Curley is no penny-pincher. To the contrary, he has a big program for public improvements. He does well, however, to put a stop to waste.

TRANSCRIPT 1/20/30

New \$100,000 Park Project for South



Approach to Tower at Thomas Park Suggest

Chairman William P. Long of the Park Department Presents Plan Which Embraces New Boat L  
way to East Eighth Street

CHAIRMAN WILLIAM P. LONG of the Park Department today presented plans to Mayor Curley for an approach to the marble tower at Thomas Park, South Boston, which overlooks the Strandway, a project involving an expenditure of \$100,000 and which can be carried out in connection with the Strandway improvements which the mayor favored in his inaugural.

The suggestion is that a direct ap-

proach to the tower be made from the proposed new boat landing to be located on the beach about 800 feet from the bathhouse. The mall would run parallel to Coyington street and would be 100 feet wide at the lower end and 70 feet at the crest of the incline. It would be so steep that there would be no problem of traffic speeding. The mall would extend from the Strandway to East Eighth street where graduated steps

would be construction to the tower.

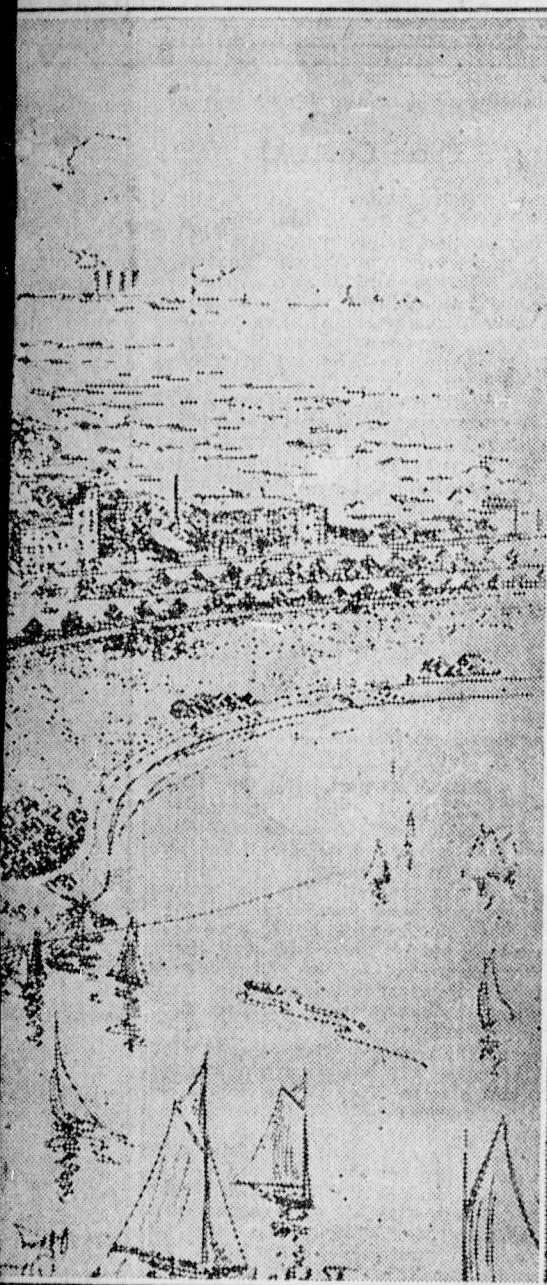
It would be necessary to acquire considerable property for the improvement, but the cost in the way are inexpensive.

Commissioner Long described what will be done this year in the park and which he intended to have completed by March 1. At a point near the tower, bleachers of horseshoe

Boston

600-1 TRANSFERRED

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ed

nding and Wall to Extend from the Strand.

base of the city to make buildings well-lags. and the work at Columbus ds to start r Columbus e shape will be erected to seat 10,000 persons and inside the bleachers will be laid out a football field, a baseball fid and ovr running track and other athetic fields. Between this area and the old athletic field, there will be a large grove of trees, and provision has been made for the erection of a band stand. The work at the old field will include filling and grading and the laying out of seven or eight baseball fields.

# AUTO EXCISE TAX 'UNFAIR,' SAYS KELLY

**Abatement in Boston Forbidden by Law, the Chief Assessor Explains**

"A rank injustice is being done to owners who wish to sell, trade or exchange their autos within a current year under the existing motor excise tax," declared Edward T. Kelly, chairman of the board of assessors at City Hall, today.

More than 500 applications are on file at the motor excise tax division of the city assessing department seeking abatement of the double tax imposed by law upon persons who have sold cars or otherwise disposed of them during the last year.

"Boston," said Chairman Kelly, "has no legal right or authority to make such a refund. The only avenue of escape so far as Boston is concerned is to petition the Legislature for relief. It is eminently unfair to tax citizens two full years taxation on cars that have been sold, and this has occurred in many cases."

#### BOSTON OBEYS LAW

"In the opinion of the corporation counsel handed down nearly a year ago, it was pointed out that Boston must obey the law as it was passed by the Legislature and that is just what we have been doing regardless of the fact that other cities and towns have been abating the motor excise tax."

"In accordance with the ruling of the law department of the city, no abatement can be permitted by Boston in any case where an automobile has been sold, traded or exchanged during the taxable year 1929."

"The above ruling is based on the express wording of the statute which created an excise on registered motor vehicles."

"Under the present method of administering the motor excise law in Boston," continued Kelly, "a taxpayer who had registered an automobile on January 1, 1929, and on March 1, 1929, traded this car for another is liable for the excise on each auto registered by him."

#### TYPICAL CASE

"For example; A registered an auto on January 1, 1929; on March 1, 1929, A traded his car to a dealer for another car which he registered on that date. In due time not earlier than 60 days after date of registration, A was billed for motor excise on each car and is liable on each, under the ruling set forth as above."

"Since the law permits of no abatement to A on account of the traded car, his redress should come

through the dealer to whom he traded, and this would be effected by a clause in the contract of sale whereby the dealer would assume a pro-rata part of the excise assessed to A, and pass on said proportionate part to any subsequent purchaser of this car."

"A, as first registered the car is alone liable and all subsequent registrants in the same year get a tax-free car. In the event that the dealer did not dispose of A's car during the same year, the excise assumed by him on account of A's sale could be charged to expense as cost of goods sold."

Thus Kelley explains to the people of Boston who have been sorely tried in an effort to analyze the conflicting motor excise tax the position of the city because of the law, which he admits is a burden but that he is powerless to change, unless the State tax commissioner and the present Legislature take action.

#### GETS LEGAL ADVICE

When it became known that outside cities and towns were making abatements on cars and that Boston was refusing to do likewise, Kelley sought the advice of Corporation Counsel Frank S. Deland on two pertinent questions:

First—Whether the rule or regulation numbered one promulgated by the commissioner of corporations and taxation respecting the excise tax upon registered motor vehicles is within the authority of the commission; and second, whether the board of assessors may make abatements for any reason other than (1) excess valuations and (2) because of change of ownership or registration an additional tax has been imposed.

Part of Deland's answer to Chairman Kelly with reference to the first question is as follows: "The Legislature has spoken on the question of abatements in a very definite manner. In section one of the act it said, 'Nothing in the foregoing provision shall be construed to prevent local assessors from granting an abatement in any case in which the valuation aforesaid is, in their opinion, excessive.'

"It is thus seen that the Legislature has confined the authority to abate to excessive valuations only. No mention is made in the act of the right to abate by reason of the transfer of title of motor vehicles. It is beyond the power and authority of the commissioner by rule or regulation to make additional grounds for abatement," declared Deland.

# REVERE RELIEF PLAN TO COST \$3,000,000

**Proposed Highways to Solve Beach Traffic Problem**

**Explained by Hale**

Construction plans for highways to cost \$3,000,000 for relief of traffic congestion on Revere Beach parkway at Revere Beach, were heard today by the legislative committee on metropolitan affairs.

Richard K. Hale, associate commissioner of public works, said the plans were drawn up by his department and provides for a part of the cost being borne by the State.

The first roadway Hale discussed would run from a point near Day sq., east Boston, across the marshes and over Revere Beach parkway by an overpass, thence to the North Shore rd. This he said, would be established as a State highway at a cost of \$2,000,000.

#### AWAITS TUNNEL PLAN

He explained work could not be started until Boston decided on the site for the East Boston end of the proposed traffic tunnel or bridge.

The department, he said, recommends extension of Squires rd., in Revere, from Broadway to Revere Beach, at a cost of \$685,000, to take care of traffic from Malden, Medford, Everett and points northwest.

Other proposals, he said, were widening a road parallel with Revere Beach parkway at the beach for through traffic to Lynn and beyond. Ocean ave., he said, would be the most advisable for this project.

#### FAVORS OVERPASS

An overpass, he said, would solve the traffic congestion problem at Revere Beach parkway and Broadway, Revere.

The new marsh road from Day sq. would be paid for by the State as far as Revere Beach parkway and from that point by Revere or the Metropolitan District Commission.

The extension of Squires rd. should be paid for by other agencies than the State, he said.

Objection to having Revere pay more than its share as a city in the metropolitan district was voiced by Senator Conde Brodbine of Revere and Reps. Augustine Airola and Thomas Carroll.

AMERICAN 1/20/30

## Thomas Park Approach Plan Is Put to Mayor

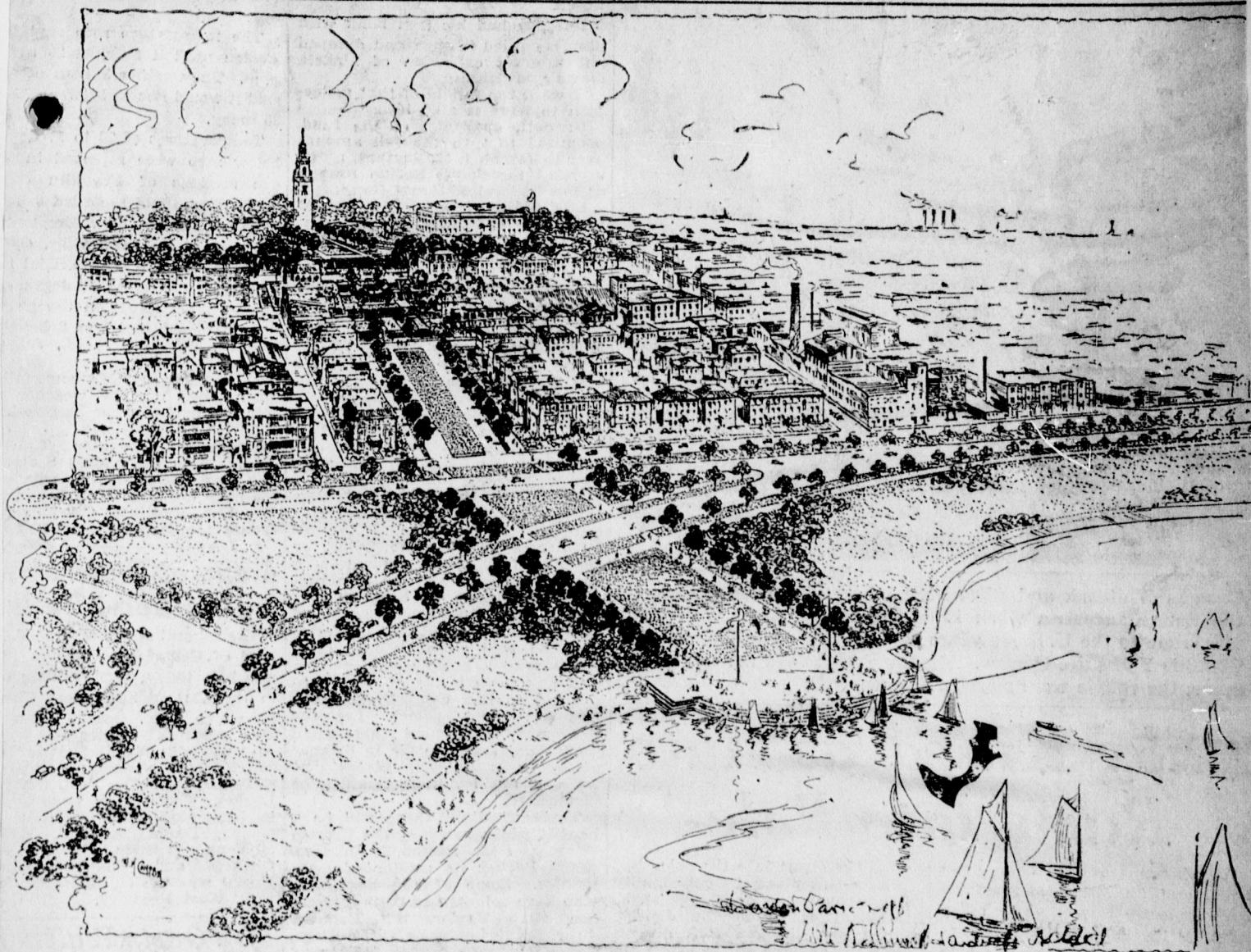


Photo of architect's drawing shows the approach to Thomas Park, Dorchester Heights, as Mayor Curley wishes it to appear under the terms of one of his big projects. This photo shows the proposed approach from the Strandway, South Boston. (Photo by Dadmun Co.)

### \$100,000 MALL UP TO CURLEY

A mall to cost \$100,000, which would constitute a proper approach to the marble memorial tower in Thomas Park, Dorchester Heights, has been suggested to Mayor James M. Curley by William P. Long, chairman of the board of park commissioners.

Chairman Long suggests that the mall be constructed in connection with the Strandway development that Mr. Curley plans to complete this year.

Mr. Long says a direct approach to the tower can be made from the proposed new boat landing at the edge of Columbus bathing beach. He suggests a mall 100 feet wide at the lower end and 70 feet wide at the crest of the incline, with groups of steps at intervals.

If the plan is carried out, it will be necessary to take the land on which several inexpensive dwellings rest.

GLOBE 1/20/30

## LAST TRIBUTE PAID JUDGE DAVID LOURIE

Roxbury Temple Crowded  
for Funeral Services

All Walks of Life Represented in  
Throng of Mourners

Never in the history of Boston Jewry was there such a demonstration and outpouring of people as was present yesterday morning at the funeral services for Judge David A. Lourie, held at the Temple Mishkan Tefila, Seaver st and Elm Hill av, Roxbury.

Temple Mishkan Tefila is the largest house of worship in Greater Boston and long before the funeral hour every seat was occupied and hundreds were making an effort to force their way into the building.

Judges representing every branch of the judiciary, attorneys, business men and professional men and women, leaders in philanthropy and charity and educational organizations, men who give large sums to charity and those who live on the bounty of charity—were present to pay their respects to a man who had devoted many years as a leading figure in every movement and every effort for the benefit of his people and his adopted country.

### Man Falls Dead

The police, under the direction of Capt Fitzgerald, did excellent work in the handling of the large number of automobiles. Just as the casket was brought into the temple, the excitement became intense. The wailing and moaning could be heard in the street. There was such excitement that a number of women fainted and suddenly the rabbi asked for the assistance of a physician. It was found that Jacob Michaels, a retired court interpreter, had dropped dead. The body was immediately removed from the main edifice.

The large crowd was augmented by large delegations representing numerous bar associations, Masonic lodges, B'nai B'rith, New Century Club, New England Zionist Region and other Zionist organizations, the I. O. O. F., Elks, Federation of Jewish Charities and the Associated Jewish Philanthropies, the Home for Jewish Children and various congregations of Boston and Chelsea.

The services in the temple were conducted according to the ritual of the congregation (Conservative) by Rabbi H. H. Rubenovitz, assisted by Cantor I. G. Glickstein. Rabbi Rubenovitz delivered the eulogy.

The cortège, on its way to the Adath Jeshurun Cemetery at West Roxbury, passed the Home for Jewish Children, an institution of which Judge Lourie was president for a long time. Here the children viewed the passing of the cortège.

### Honorary Bearers

The honorary bearers were:

Joseph E. Warner, Attorney General; Mayor James M. Curley, Mayor John E. Whalen of Chelsea; the following judges of the Superior Court: Hon. Marcus Morton, Hon. John McLaughlin, Hon. Patrick M. Keating, Hon. Franklin T. Hammond, Hon. Lewis S. Cox, Hon. Frederick W. Fosdick, Hon. Elias B. Bishop, Hon. Stanley E. Qua, Hon. Alfonzo R. Weed, Hon. Frederick J. Macleod, Hon. Winifred H. Whiting, Hon. Charles H. Donahue, Hon. Wilford D. Grey, Hon. Harold P. Williams, Hon. Walter L. Collins, Hon. Daniel T. O'Connell, Hon. John M. Gibbs, Hon. Raoul Boudreau and Hon. Edward F. Hanify; Elijah Adeley, judge Municipal Court; Abraham K. Cohen, special judge, Municipal Court; Jacob M. Kaplan, special judge, Dorchester Court.

William J. Foley, district attorney, Suffolk County; Frederick T. Doyle, assistant attorney of Middlesex County; Frank J. Volpe, assistant district attorney of Middlesex County, and Herbert A. Wilson, Police Commissioner of Boston; Lee M. Friedman, vice president Temple Israel; Nathan Pinanski, president Adath Jeshurun Congregation; Joseph Rudnick, president Kehilath Israel Congregation; Morris Morse, president Home for Jewish Children; Dr. Harry Lenthal of the Beth Israel staff; Dr Hyman Morrison, president New England Zionist Region; Representative Charles L. Page, Representative Abraham Casson, Councilors Herman Bush, L. Ruby, A. C. Webber, Nathan Heller, Transit Board; Michael H. Crowley, superintendent of police; Charles B. Jopp, president of the Beacon Trust Company.

Robert T. Bushnell, district attorney of Middlesex County; Frank J. Volpe, assistant district attorney of Middlesex County, and Herbert A. Wilson, Police Commissioner of Boston; Lee M. Friedman, vice president Temple Israel; Nathan Pinanski, president Adath Jeshurun Congregation; Joseph Rudnick, president Kehilath Israel Congregation; Morris Morse, president Home for Jewish Children; Dr. Harry Lenthal of the Beth Israel staff; Dr Hyman Morrison, president New England Zionist Region; Representative Charles L. Page, Representative Abraham Casson, Councilors Herman Bush, L. Ruby, A. C. Webber, Nathan Heller, Transit Board; Michael H. Crowley, superintendent of police; Charles B. Jopp, president of the Beacon Trust Company.

RECORD 1/20/30

## NOTABLES OF HUB AND STATE AT FUNERAL

Boston and New England mourned yesterday at the funeral of Judge David A. Lourie, who rose from immigrant boy to justice of the Massachusetts Superior Court.

Noted dignitaries of state and cities comprising Greater Boston were present.

Three thousands were at Temple Mishkan Tefila, Seaver st., Roxbury, where impressive services were held for the first Jewish citizen named to the Superior Court bench.

So great was the press of high and humble mourners both inside and outside the big edifice, that extra details from adjacent police stations were assigned to the scene. More than 50 patrolmen were required to handle the crowds.

Judge Lourie died Saturday, following a failure in health after a record-breaking session at Dedham Superior Court, where he had disposed of four important criminal cases, including three murder trials.

### ALL CREDITS THERE

Long before the services began, hundreds were at the doors. Many were there representing social, civic, philanthropic, legal and municipal groups. And there were men and women of every race, creed and color.

Services were led by Rabbi H. H. Rubenovitz of the temple, who eulogized the dead judge and portrayed his life struggle to fame. Cantor I. J. Glickstein led the prayers.

Gov. Allen, unable to attend, was represented by Maj. Walter M. Pratt. Other prominent men present were Atty.-Gen. Joseph E. Warner, Mayor Curley, Supt. of Police Crowley and Mayor John E. Whalen of Chelsea, where Judge Lourie formerly lived.

Nineteen judges, former associates on the Superior Court bench, were in attendance, including Judges Morton, McLaughlin, Keating, Fosdick, Bishop, Williams, Colins and Gray.

### BENCH AND BAR MOURN

Others were Judge Elijah Adlow, Judge A. K. Cohen, Dist.-Atty. Foley, Dist.-Atty. Bushnell of Middlesex. Judge Edward Logan, and A. C. Ratshesky newly appointed minister to Czechoslovakia.

The Boston Bar Association group was headed by Pres. Frederick W. Mansfield and the Massachusetts Bar Association was also represented.

Delegations from societies whose charities Judge Lourie was interested in included Home for the Jewish Aged in Dorchester, Canterbury Home for Jewish Children and Beth Israel Hospital. Groups from Worcester, Springfield and other New England cities were also present.

Maurice Tobey, former law partner of the judge, was in charge of the arrangements.

Hundreds of autos filled with mourners were in the funeral cortège.

Burial was in Adath Jeshurun Cemetery, Roxbury, where simple services were held.

Stricken with heart attack in the throng at the temple, Jacob Michaels, 72, of 9 Rosetta st., Dorchester, for several years interpreter in Suffolk County Superior Court died suddenly. The aged man died in the arms of his son, Henry Michaels. Dr. Leon Mandala of Bay State rd., attending the funeral, rendered first aid in a vain attempt to save the stricken mourner.

HERALD 1/20/30

## MAYOR CURLEY OPENS NEW RAILWAY OFFICE

Hundreds Visit Canadian National Headquarters

Hundreds of Bostonians, including representatives of all the railroads having Boston offices, attended the opening of the new uptown office of the Canadian National Railways in the Masonic building at Tremont and Boylston streets.

Mayor James M. Curley officially opened the office when he received the first ticket to pass over the counter from Assistant Vice-President H. H. Melanson of Montreal.

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## Old Hangar Still Stands at Airport—Progress, Hope, Delay, Doubt, and Suggestions

By Franklin Jordan

**I**N SPITE of the fact that all parties concerned are agreed that the old Boston Airport Corporation hangar is a menace and should be removed immediately, apparently no one knows how to do it. In a leisurely and ordered manner, the city is proceeding toward making the purchase; first, by the action of the City Council Committee on Public Lands in passing the loan order for \$15,000 last Friday, secondly, by having, if all goes well, the order reported to the City Council for a first reading late this afternoon. Then a two weeks' delay because under the city charter a loan order cannot be passed under suspension of the rules. At the end of two weeks, or about Feb. 3, if nothing interferes, it will have its second reading in the Council and then be voted on. The City Council will pass it (we hope) and it will go to Mayor Curley in due course and (again, we hope) be promptly signed.

Then Chairman Long of the Park Commission will be notified. He will get a check for \$15,000 from the city treasurer and go to Myron P. Lewis, trustee of the Ames estate, owners of the building. If \$15,000 meets approval with Mr. Lewis, the sale will be made. Then Mr. Long will notify a company of building wreckers to start work, and as soon as they can get around to it the building will start to come down. Salvaging the materials will take a little time, but, finally, the building will be removed.

### What Assumptions?

But there is many a slip twixt cup and lip and the previous long delays are hardly reassuring. There are too many assumptions involved: 1. That it will be read in the Council today. 2. That it will be reread and passed two weeks from today. 3. That it will go to Mayor Curley promptly and be approved by him. 4. That the City Law Department will have all the legal papers ready. 5. That Commissioner Long can meet with Mr. Lewis immediately. 6. That the terms of sale will be acceptable to Mr. Lewis. 7. That whatever officials of the City are responsible will have the wrecking company ready to go to work immediately when the deal is closed. 8. That the wreckers will do a quick job of it. Meanwhile, of course, the building still stands.

Without a hitchup it will be a matter of weeks, and although we feel certain that the City Council, Mayor Curley and Commissioner Long will do all that is necessary to see it go through, we are not at all certain that the terms of sale offered by the city will be acceptable to Mr. Lewis.

As we understand it from Mr. Lewis, he has accepted the City's offer to pay \$15,000 for the building and to surrender the land, provided that he is given a three year lease on an equivalent plot of land elsewhere at the airport. From what we understood from Mr. Long Saturday, the City does not propose to do this. The City will give Mr. Lewis an option on land beyond the National Guard hangars, toward the Wood Island side, as it will anyone else. And that is all. If both these statements are true, and we have no reason to believe otherwise, then it seems quite evident that the City's terms

of sale will not be acceptable to Mr. Lewis and that instead of coming down on schedule the old hangar will remain a menace for a considerable period longer while more arguing takes place. If this proposed plan is going through, it is apparently up to the City to get in touch with Mr. Lewis at once and determine exactly what the terms of sale will be.

### End of a Perfect Port

Meanwhile, as the days go by, there are other things to consider. Theodore G. Holcombe, manager of the Aviation Bureau of the Boston Chamber of Commerce, who has spent a busy week doing everything within his power to speed up this removal, has discovered that the United States Government has no particular interest in excuses and that the Department of Commerce will not even consider the Boston Municipal Airport for a rating until the hangar is removed. Yet while this debate has been on, the Brownsville, Tex., field, has been given an AIA rating and made an international airport of entry. And this, after all the ballyhoo about our wonderful airport. We may as well face the hard facts, a the splendid work done at our airport today is nullified by that old hangar.

There are other disquieting rumors as well. One that failure to have the field approved by the Department of Commerce within a short time may lose Boston at least one big commercial company. Another that an airport that can get a AIA rating may be established in another part of the State and leave the Boston Municipal Airport a solitary and neglected port in so far as real operators are concerned.

### Help Wanted

This is the tercentenary year. All the world is looking at Massachusetts and at Boston, its hub. This year will see many of the great national conventions here: the Legion and the National Guard, to name only two. It is up to the citizens of Boston, as well as those in the aviation industry, to see that the Boston Municipal Airport is all that it has been advertised. It can be done without much difficulty if concerted public opinion will force immediate action.

"It can't be done" is the answer given as to why the old hangar is not removed immediately. Apparently, neither the City of Boston nor the Ames estate is interested enough to find out why it can't be done, even though they agree it ought to be done. Lives are being risked. Property menaced. An important rating is prevented. Loss of business threatens. This all on account of an old hangar. Yet all agree it should come down. If a way can't be found make one! Laws can be changed, or even circumnavigated, for the public good. Do something!

### Prize Contest

During the week various suggestions have been made to the Transcript Aviation Department on how the building can be removed immediately. One meets our hearty approval, and that is to have the reverse of an old-fashioned country barn raising—razing this would be. All interested to bring along a hammer or two and their lunch; come early in the morning and make a day of it. The building could be torn down with appropriate ceremony and the party wound up with a barbecue in the evening. Don't forget the children.

Another was to hold a fraternity smoker in the old hangar and when the "all out" was rung in the next morning let the fire record read "careless disposal of a cigarette." A third was to let some movie company crash an empty plane into it and film the crash and fire for some future picture. We are interested in these practical suggestions and would like more of them. A free airplane ride will be given to the person who sends in the one that, in our opinion, seems best. Details are announced in another part of the page.

HERALD 1/21/30

## WAR DEPT. BANS THE BRIDGE PLAN

### Insistence on Clearance of 200 Feet Over Harbor Reported to Mayor

No bridge will be built across Boston harbor unless the war department recedes from its decision that a clearance of 200 feet will be insisted upon. Informal report of the decision of the war department engineers was made to Mayor Curley yesterday by Col. Thomas F. Sullivan, chairman of the transit commission, and the adverse ruling led the mayor to arrange for another conference of planning boards, the transit commission and the finance commission to determine on a satisfactory tunnel plan.

When the bridge suggestion was made last week by Everett E. Stone of the public utilities commission Mayor Curley expressed preference for such a physical connection of East Boston and the city proper and he intimated that he believed that tolls collected from users of a bridge would be more than double similar revenue from a tunnel.

HERALD 1/21/30

## EVACUATION DAY MARSHAL NAMED

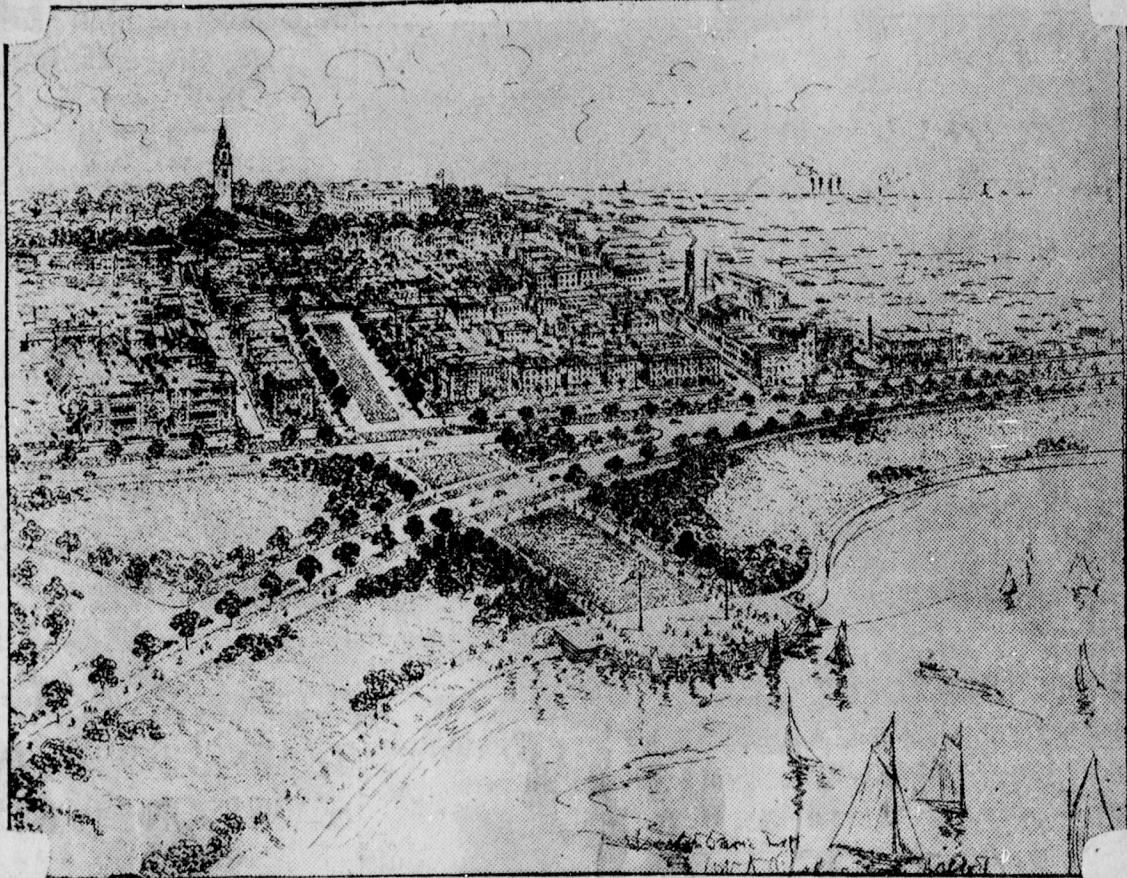
### Plans for Celebration of March 17 Begun in South Boston

Plans for the celebration of Evacuation day on March 17 were started last night, when several hundred members of the South Boston Citizens' Association met in the court house at South Boston and named the chief marshal of the parade and the committee in charge of the celebration. Edward C. Carroll of the Michael J. Perkins post, American Legion, was chosen chief marshal.

The committee comprises Richard J. Dwyer, presiding officer; Daniel J. Lee, secretary; and Patrick Carr, treasurer. Those named as heads of committees in charge of details are: John J. Reardon, ways and means; Frank J. Conroy, historical; Daniel J. Haley, printing; Martin J. Ryan, badges; James P. Hoar, banquet; Frank L. Murphy, essays; Edward G. Madden, speakers; Alfred J. L. Ford, publicity; William V. Doherty, invitations; and Representative William P. Hickey, reception.

A communication was sent to Mayor Curley requesting confirmation of those chosen.

# \$100,000 Approach Proposed for Dorchester Heights Memorial Tower



Architect's drawing of the proposed \$100,000 approach from the Strandway to the memorial tower at Thomas Park, Dorchester Heights.

## Commissioner Long Outlines Plan—Columbus Park Development

To provide a proper approach to the marble memorial tower at Thomas Park, Dorchester Heights, which overlooks the Strandway in South Boston, Park Commissioner Long has suggested to Mayor Curley an improvement which will cost \$100,000 and which can be made in conjunction with the completion of the Strandway development this year.

Long has suggested that a direct approach to the memorial tower can be made from the proposed new boat landing, which will be located at the edge of the bathing beach and about 800 feet from the bathhouse.

It is proposed to create a mall paralleled to Covington street, which will be 100 feet wide at the lower end and 70 feet in width at the crest of the incline at the memorial tower.

The suggested approach, because of the topography of the section, will be so steep that no provision will be made for a traffic road. If Mayor Curley and the city council approve the recommendations of Commissioner Long, the mall will extend from the strandway to East

Eighth street, where graduated steps will be constructed to the base of the tower.

It will be necessary for the city to acquire considerable property to make the improvement possible, but the only buildings which the plans of the park department involve are inexpensive dwellings.

Commissioner Long today described the work which will be done this year at Columbus park and which he intends to start March 1. At a point near Columbus circle, bleachers of horseshoe shape will be erected to seat 10,000 persons, and inside the bleachers will be laid out a football field, a baseball field, and oval running track and other athletic fields.

Between this area and the old athletic field, there will be a large grove of trees and provision has been made for the erection of a band stand. The work at the old field will include filling and grading and the laying out of seven or eight baseball fields.

RECORD 1/21/30

## Curley to Sell Hub Ferry, Gen. Sumner

The famous old ferryboat, General Sumner, which has celebrated its 29th year of service, will soon be sold at public auction by order of Mayor Curley, who made his decision when the commissioner of public works asked for an appropriation of \$200,000 to repair the vessel. Curley thought it would be better to put the money into a new boat.

GLOBE 1/21 AM

## CURLEY NAMES CORCORAN TO SINKING FUND BOARD

Mayor Curley yesterday announced the appointment of Michael H. Corcoran, 433 West Roxbury Parkway, as sinking fund commissioner to take the place of Ralph Hornblower, resigned. Mr Corcoran was formerly chairman of the School Committee.

TRAVELER 1/20/30

# Mayor Curley Opens New Boston Canadian National Railways Office



Mayor Curley receiving first ticket issued over counter of the new uptown office of the Canadian National Railways. Left to right, C. W. Johnson of Montreal, general passenger traffic manager; T. E. P. Pringle, general agent of the C. N. R. at Boston; Mayor Curley and Asst. Vice-President H. H. Melanson.

## Executive Receives First Ticket at Boylston-Tremont Location

Hundreds of Bostonians, including representatives of all the railroads having Boston offices, attended the opening of the new uptown office of the Canadian National Railways in the Masonic building at Tremont and Boylston streets.

### "CREDIT TO THE CITY"

Mayor James M. Curley officially opened the office when he received the first ticket to pass over the counter from Assistant Vice-President H. H. Melanson of Montreal.

Briefly, Mayor Curley expressed pleasure in opening the new office and described it as a "credit to the city."

The office occupies the ground floor of the building with an entrance on Tremont street. There is a lounge for passengers and space for the general agent's office and working clerks. The office is decorated after the Italian and is luxuriously appointed.

Railway officials present at the opening by Mayor Curley were C. W. Johnson of Montreal, general passenger traffic manager, C. N. R.; C. E. Tenney of

New York, general agent, passenger department, C. N. R.; M. W. Maxwell of New York, natural resources engineer, C. N. R.; J. W. Hanley of St. Albans, Vt., general freight and passenger agents, Central Vermont railroad; C. F. Goldthwaite, manager advertising bureau, C. N. M.; H. C. Cann and G. F. Drummond, architect department, C. N. R., and George E. Marsters, J. M. Shea, George C. Fletcher, Canada S.S. Lines, and Stuart Colpitts of Boston.

Employment conditions at the yard do not tally with the figures given out by the department from time to time, and that there has been a steady decrease at Boston whereas other yards on the Atlantic coast are obtaining more work.

Under the present administration of the navy department, Congressman Andrew charges there has been a steady decrease in the number of men employed at the yard with a falling off from 2900 men in 1926 to 1595 actively employed this week. In comparison he shows that the navy yards at New York, Philadelphia and Norfolk have shown a corresponding increase in the number of men employed during the same three years.

He strongly contradicts statements and tables issued by the navy department purporting to show how the changes in the types of ships overhauled in Boston has been spread throughout the whole year so that there is no material change in the total amount of work provided. In closing Congressman Andrew says, "It seems evident that the statements and assurances given us by some of the officials of the department do not tally with the tables they have on file."

## TRAVELER 1/21/30 NAVY YARD POLICY HIT BY REP. ANDREW

### He Charges Discrimination Against Boston by Officials

[From Herald Washington Bureau]

WASHINGTON, Jan. 20.—Congressman Andrew of Massachusetts, member of the naval affairs committee, today sharply criticized the navy department's policy at the Boston navy yard. In a letter to Acting Secretary Jahncke, the congressman declared that actual em-

*HERALD* 1/20/30

## WIDEN CHARLES STREET

The act passed by the legislature last year enabling the Metropolitan District Commission to utilize Mrs. James J. Storrow's gift of \$1,000,000 towards the improvement of the Charles River Basin, also authorized the city of Boston to construct vehicular circles at the junctions of Charles and Cambridge streets and of Charles and Leverett streets and to widen the intervening part of Charles street. Since the opening of the Northern Artery and the development of the North Station district, Charles street has become one of the most heavily-travelled thoroughfares in the city, with the intersection of Charles and Cambridge streets, Longfellow bridge and Embankment road rivalling, if not surpassing, the notorious Governor's square as a nest of traffic congestion.

Charles street, as it passes the Charlesbank playground opposite the Massachusetts General Hospital, is only 60 feet wide, as compared to its width of 65 feet between Cambridge and Beacon streets and the 92-foot width of the new extension of Nashua street flowing into Charles street at the dam. The District Commission's plans for the development of the Basin provide for a fill which will substantially increase the width of the reservation on the Boston side of the river. This will enable the city to take a strip of land from the street side of the Charlesbank playground which will be more than compensated for by the added park land on the river. No taking of private land will be necessary to double the present width of this part of Charles street.

That this comparatively inexpensive street widening should be undertaken at once, in conjunction with the District Commission's work, should be obvious. The proposed traffic circles at Cambridge and Leverett streets present some rather intricate engineering problems, and are not so simple as the street widening, but they are equally desirable. The important point is that the District Commission and the city should co-operate closely so that there will be no duplication of effort and no unnecessary delays and expenses. It is to be hoped that Mayor Curley's conference on the project today will start the wheels moving smoothly.

*TRANSCRIPT* 1/20/30

## Six Mayors to Be at Realty Dinner

Five suburban mayors and Mayor James M. Curley of Boston, in whose honor the affair is to be held, are to attend the "Boost Boston" banquet of the Massachusetts Real Estate Exchange, Jan. 23, at Hotel Statler, when a large membership attendance is expected. The outside mayors who have accepted are: Richard M. Russell of Cambridge, Thomas J. McGrath of Quincy, John J. Whalen of Chelsea, Andrew J. Casassa of Revere and Patrick J. Duane of Waltham. Five others were invited.

President George D. Kimball of the exchange has appointed the following-named men to act as a reception committee: Chairman, John J. Martin, W. J. McDonald, Hon. W. T. A. Fitzgerald, Edward L. Hopkins, James D. Henderson, Robert T. Fowler, W. Chester Gray, Warren F. Freeman, William J. Shea and Paul F. Wadleigh.

*CLOSER* 1/20/30

## MOORE TO COMPETE FOR CURLEY TROPHY

### Pittsburg Star Entered in Prout Memorial Games

### Conger, Lindsay and Hallowell Also In Meet Saturday

Gus Moore of the University of Pittsburg will be one of the starters in the K. of C. invitation mile run, for the Hon James M. Curley trophy, at the William C. Prout Memorial games of the Knights of Columbus at the Garden Saturday night. This announcement was made yesterday by John E. Swift, director of the games.

Moore first appeared in Boston about four years ago, representing the Brooklyn Evening High School in the City of Boston mile at the Legion games. He only was a stripling, and did not place, the event being won by little Joie Ray. He went in for cross country running with the result that he developed sufficient stamina to become one of the country's best. He is the present National A. A. U. cross country champion, succeeding the great Willie Ritola, one of the most noted of Finland's great crop of distance runners.

### Chased Nurmi Home

A year ago at the Knights of Columbus meet he competed in the two-mile race against Paavo Nurmi and Ove Anderson, finishing second, and making Nurmi step his prettiest to win. This season he won the two-mile run at the Columbus games, Brooklyn, in 9 minutes 26 seconds.

Shifting back to his first love—the mile—hardly was looked for, but that he is a real miler was indicated last Summer when he finished second to Leo Lermond of the Boston A. A., when the latter ran a mile in 4m 13s at the Yankee Stadium.

Moore is one of the smoothest looking runners who ever pulled on a shoe. He believes he can defeat Ray Conger of the Illinois A. C. of Chicago, considered to be the fastest miler in the country.

### Fine Field Entered

Conger is to be one of the starters, the others being Frank Lindsay of University of Maine, New England intercollegiate mile champion and joint holder of the Intercollegiate A. A. A. cross-country title with his teammate, Harry L. Richardson, and N. Penrose Hallowell of Harvard.

It has been necessary to revamp the relay program, as Massachusetts Institute of Technology has declined to run against Boston University. The Tech four will run against Fordham instead, and an opponent for the Pioneers will be obtained. The Fordham team will include Frank Denzer, John O'Shea, Ray Hurley and George Simons. In a mile handicap relay race last week it was clocked in 3 minutes 26 seconds for the distance.

*CLOSER* 1/20/30

## TEN BILLIONS FOR CONSTRUCTION WORK

Record for Peace Time Is  
Indicated for 1930

\$7,000,000,000 to Be Spent on  
Public Work and Utilities

WASHINGTON, Jan 19 (A. P.)—A new peace-time record for construction and maintenance on public work and by public utilities is expected during the present year by Secretary Lamont on the basis of reports indicating that \$7,000,000,000 will be spent in these fields.

This total does not include expenditures for residences, commercial and industrial structures and other private operations which last year amounted to more than \$3,000,000,000. These, if continued at the same pace, would bring the outlay for 1930 to more than \$10,000,000,000.

Complete returns to the Department of Commerce from the Governors of 26 States, combined with estimates based on partial returns from the remaining States, indicate expenditures for public works, including Federal construction, of \$3,325,000,000 during the year.

Programs for betterments of plants and equipment announced by public utilities, railroads and telegraph companies represented expenditures of approximately \$3,250,000,000.

Dr John M. Gries, chief of the construction division of the department, also reported to the Secretary that approximately \$410,000,000 will be spent for maintenance of existing plans and equipment by the electric, gas and street railway companies alone.

Class A railroads are expected to spend \$1,050,000,000 of the utilities' construction total, electric, gas and street railway companies, \$1,400,000,000; the American Telephone and Telegraph Company, \$700,000,000, and independent telephone and telegraph companies, short-line railways and privately-owned waterworks, \$100,000,000.

New Construction announced by the 26 States included: Connecticut, \$40,000,000; Maine, \$18,000,000; Massachusetts, \$105,460,000; New Hampshire, \$6,750,000; New York, \$475,275,442.

*POST* 1/20/30

## Will March Again to City Hall Today

Led by jobless war veterans in uniform, a group of unemployed will hold a mass meeting at 20 Harrison avenue at noon today and march, early in the afternoon, to the State House and City Hall, where an attempt will be made to obtain an audience with Governor Allen and Mayor Curley.

A similar procession last Monday ended abruptly at City Hall when Mayor Curley refused to see the committee representing the unemployed and, after sending word to the group that it should take its grievances to the city council, ordered City Hall policemen to break up an attempted mass meeting outside.

POST 1/20/30

# Immense Throng at Judge Lourie Rites

## Prominent People Attend

Fully half a hundred civic, legal and political celebrities attended the services yesterday morning. Mayor James M. Curley was present as official representative of the city of Boston, while General Alfred F. Foote and Attorney-General Joseph E. Warner were also in attendance. Representatives from the Massachusetts Bar Association, Boston Bar Association, and the Massachusetts Superior Court completed the list of honorary pall bearers. Services were conducted by Rabbi H. H. Rubenovitz of the Temple Mishkan Tefila. Cantor I. H. Glickstein of the same temple had charge of the music. Rabbi Rubenovitz paid a glowing tribute to the dead jurist, when he combined the eulogy and sermon to tell of the accomplishments and good work of the judge.

Honorary pall bearers included Mayor Curley, Attorney-General Warner, and General Alfred F. Foote; for the Massachusetts Bar Association—Frederick W. Mansfield, president; Frank W. Grinnell, secretary; Henry E. Beling, Martin Witte, and Henry P. Fielding; from the Boston Bar Association—Robert G. Dodge, chairman, Jacob J. Kaplan, FitzHenry Smith, Herbert B. Ehrmann, and L. Cushing Goodhue.

## GREAT LACK OF JOBS BIG PROBLEM

### C. L. U. to Study the Unemployment Situation Here

The adoption of a resolution protesting the laying off of mechanics employed at the Boston navy yard and the sending of new and repair work on ships to other government yards or private plants in other sections of the country, by delegates at the meeting of the Boston Central Labor Union, yesterday, at Wells Memorial building, brought the unemployment problem before the members.

#### SURVEY OF UNEMPLOYMENT

The discussion resulted in the meeting instructing President Nathan Sidd to appoint a special committee to make a thorough survey of the unemployment

situation in this city, the result to be placed before President Hoover, and other government officials proclaiming an era of prosperity.

The resolution presented by the representatives of the navy yard employees and heartily indorsed by the delegates, condemned the policy of President Hoover and big industrial executives and employers of labor in announcing plans for prosperity and the ending of the unemployment crisis, by calling on other employers of labor to stop all retrenchment moves and keep business at a peak; and then immediately swelling the ranks of the unemployed by dropping men from the government and other payrolls. The resolution explained in detail the manner in which the men are being laid off, and work sent to other government and private yards that should be sent to Boston.

#### For Repeal of "Baby Volstead" Act

The question of the repeal of the "Baby Volstead" Act came in for discussion on the floor during the meeting and was unanimously indorsed. Arrangements will be perfected for the appearance of a large labor delegation at the State House hearing on Jan. 29, in an effort to convince the members of the General Court that this law should be taken off the statutes.

Among other matters acted upon by the delegates was the appointing of a committee from the central body to act with a committee of the Upholsterers' Union in a conference with the union's attorneys on the award said to have been handed down by a master to the effect that bills presented by employers for strike protection were grossly overpadded. The union desires to oppose the paying of any bills. Indorsement was given a bill now before the Legislature calling for the placing of a member of organized labor on the Metropolitan District Commission. The delegates seek similar recognition on the Civil Service Commission and named a committee to make such request on Governor Frank G. Allen.

In the discussion of this latter commission it was made plain that organized labor was opposed to the reducing of the maximum age limit for entrance to the police and fire departments.

#### Bill to Aid Women Workers

The question of having contracts for granite curbs to be placed in Boston awarded to union concerns will be taken up with Mayor Curley by a committee, who will also urge the use of New England granite.

Miss Margaret I. Connolly, treasurer of the organization, brought to the attention of the delegates a bill she is now sponsoring in the Legislature which calls for the inclusion of all women working in industry in the present 48-hour law. She pointed out that the present bill cares only for women doing physical work, while women engaged in other lines of labor may be compelled to work any number of hours the employer desires.

The bill providing for the increasing of pensions for city laborers from \$30 a year to half the wages paid at the time of retirement, presented by City Men's Union, Local 149, was heartily indorsed and favorable action called for at the hearing which will be held at the State House tomorrow.

# GUS MOORE ENTERED IN MILE

## Will Make Race for the Curley Cup Saturday Spirited Affair

Gus Moore of the University of Pittsburgh has been entered in the K. of C. mile for the Hon. James M. Curley trophy, according to the announcement given out yesterday by Director John E. Swift. He also announced that there was a shift in the relay card planned for the games, and that Massachusetts Tech would not oppose Boston University, but, instead, would run against Fordham. A suitable opponent for Boston University will be announced tomorrow.

#### BETTER THAN CONGER

Gus Moore's coming into the mile field makes the race for the Curley trophy one of the outstanding contests of the year. Moore might be said to be the peer of Ray Conger just now in running distances.

Gus used to run for the Brooklyn Harriers, but he is now a pupil of Frank Shea at Pittsburg, which college is also sending Pete Bowen to this meet. Last year it was Moore who made Paavo Nurmi step to a new New England record in the two-mile run at the K. of C. meet.

Moore is the present National A. A. U. cross-country champion, being the first American to halt the parade of Finns in this event since the war. In Brooklyn opening the indoor season this year Moore ran two miles in 9 minutes 28 seconds, perhaps the outstanding performance of this whole year as we shall see.

#### Made Lermond Step to Record

He was the fellow who pushed Leo Lermond to that 4:12 record at Yankee Stadium last summer, and incidentally was clocked himself in 4 minutes 15 seconds for the distance. He has run a 4:17 mile this winter and confidently expects to defeat Ray Conger in the coming race.

With Conger, whose racing ability is at its best when the competition is the keenest, Frank Lindsay of the University of Maine, New England intercollegiate champion, and joint holder of the I. C. Four A cross country crown, and Pen Hallowell, the Harvard star listed to date as starters in this race, there will be a bundle of fun. Two other starters will be permitted in this race.

# Toward Big City Proposal

Manning of Lynn Opposes It—So Does H. Franklin Perry of Weymouth—Others Await Study of Plan Before Voicing Judgment

*(The Herald today presents another article in its series showing how Greater Boston cities and towns have reacted to Mayor Curley's plan for a Metropolitan Boston federation or council. Ed.)*

By EDWARD DRUAN

Scepticism or unequivocal opposition characterized the statements yesterday of a group of mayors of cities and selectmen of towns in the Metropolitan area whose views were asked on Mayor Curley's tentatively outlined plan for a Metropolitan Boston, modelled possibly after the county council, or borough system, by which the city of London functions and is governed.

#### SOME WITHOLD JUDGMENT

However, the general tone of stern resistance to the plan was tempered somewhat by a disposition on the part of a few municipal executives to withhold judgment on the project until they have had opportunity to give it the serious study it deserves even in its present nebulous form. Several mayors and chairmen of selectmen said they would prefer not to commit themselves until they have given full consideration to the plan or until something more tangible is proposed, while in at least two towns the project as advanced in a general way by Mayor Curley will be formally discussed at the next meeting of the selectmen.

Weymouth, Lynn, Nahant and Revere were among the communities recorded by their governing heads as definitely opposed to the idea of a metropolitan Boston of which they would be integral members.

H. Franklin Perry, chairman of the selectmen of Weymouth, said:

While I have not studied Mayor Curley's proposed plan closely, I personally am opposed to any change in the present form of government in Weymouth, and I think I express the sentiments of the residents of our town. They, I am certain, are opposed to any such change. There has been a proposition made by some that Weymouth should take on a city form of government. Our population at the present time is 22,000, but the people expressed vigorous opposition to that change. They still hold to the opinion that the present town form of government brings the people near together. I think that the people of Weymouth are capable and want to manage their own affairs. I do not think that the town would gain anything by entering a metropolitan form of government. I see no reason for any change. We have good schools, churches, roads and everything that tends to make up an ideal town. Then why should we make any change? Friends of the metropolitan district say that no town will lose its individuality. It was first stated that Mayor Curley's desire was for these towns and cities, including the territory proposed by him to be annexed to Boston. Ac-

cording to latest information, it is said that it was only to take up the water, sewerage, highways and parks, and also the police and fire departments, and that the communities would not lose their individuality. I cannot see the matter in that way.

William A. Connell, member of the Weymouth board of selectmen, denied published reports that he was in favor of Mayor Curley's plan for a metropolitan Boston. He said:

I have not studied the plan for a metropolitan Boston, and do not know enough about it to comment one way or the other. But what I did say was that in my opinion the people of Weymouth are giving serious thought to the proposal to link their town with the metropolitan sewerage system, provided it does not cost too much.

Mayor J. Fred Manning of Lynn said

Lynn, as a suburb of Boston, as desired by numerous Boston politicians, has no appeal to me, nor do I believe that any Lynn citizen would give the plan as put forward in Boston for a greater metropolitan favorable consideration. Boston is a large city, not because of any activities by the Boston politicians, but because it happens to have been chosen as the capital of the state. Any advantage that would accrue by annexing Lynn would be entirely on the side of Boston. We were given a fine example of Lynn coming out of the short end of the horn when Lynn was made a part of the Boston postal district. It is to be remembered that this was eminently unsatisfactory, and did not last long. Lynn is older, and therefore wiser than Boston. The so-called London plan would not, in my opinion, set very well with Lynn citizens.

Mayor Andred A. Casassa of Revere said he was uncompromisingly opposed to any plan for merging Revere with Boston. The only possible advantage of a real Metropolitan Boston he said would be the added eminence given to the city in the roster of the large cities of the country, but the advantages of this position would be outweighed by other considerations, so far as Revere is concerned. He added:

As to another advantage claimed for it, that of unified handling of the water and sewerage systems, this is being adequately taken care of now by the Metropolitan District Commission. I am convinced that such other important functions as fire and police protection are being efficiently handled by the individual communities now. As to sewers and water, it must also be realized that their operation under the Metropolitan District Commission permits of savings in interest charges on loans for improvements which a Metropolitan Boston, lacking the backing of the state which the metropolitan commission has, could not possibly take advantage.

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the inhabitants and the governing authorities, are more efficiently and honestly governed. I believe, however, in a federation of cities and towns along co-operative lines such as those represented in the North Suburban League of Municipalities, which is composed of cities and towns along the North Shore. Such a federation, working purely as a co-operative body can accomplish much in the way of unity of action in legislative matters and in the construction of through highways and in working out solutions to other problems common to its community members.

Chairman Charles A. Phillips of the Nahant board of selectmen said:

The plan does not appear to me to be feasible because Nahant for more than 75 years has been going along better than any other town in the commonwealth. At one time it had the lowest tax rate in the state, when more people were all year around residents, and when economy was the watchword at all town meetings. While its tax rate at present is low in comparison with other places, it shows more municipal improvements than any other town or city, basing expenditure on pro rata population. We have Metropolitan water service and Metropolitan police protection, coupled with our own very efficient department. Nahant also has the honor of having the largest number of inhabitants for the smallest ground coverage of any settlement in Massachusetts.

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Central Labor Union Plans  
Protest to Hoover

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The delegates named a committee to wait on Gov. Allen with the view of having a representative of organized labor named to the civil service commission. This action precipitated much discussion, during which it was stated that an associate commissionership would be acceptable. The question of lowering the present entrance ages of policemen and firemen was injected in this discussion and will be opposed by organized labor who will appeal to world and other war veterans for support against a bill aimed to make 29 years the maximum for entrance to the police department and 25 years the limit for firemen.

TRANSCRIPT 1/20/30

40  
**Canadian National Opens Uptown Offices**



**Mayor Curley Pays His Respects to Railroad Officials at New Ticket Offices in Masonic Building, Boylston and Tremont Streets**

**Left to Right—C. W. Johnson, General Passenger Traffic Manager, Canadian National Railway; T. E. Pringle, Boston General Passenger Agent; Mayor Curley  
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The main room of the new office is decorated in the Italian manner, with rough-texture plaster walls in sand color, ornamented with minor designs in old reds and blues. The rear wall of the room is occupied by a large painting of

Jasper Park Lodge, executed on ground glass from an original by the Canadian artist Horne Russell, and illuminated from behind.

In addition to other paintings of Canadian scenes by Russell, the main room, in a series of arches about the walls, bears the coat-of-arms of each Canadian province. Window hangings are in a dull red, while all furniture and counters are of specially matched, inlaid walnut. Wrought iron grilles and electrical fixtures complete the antique treatment of the room.

The main room is 41 by 33 feet, with private offices at the rear, and a small "lounge" set apart at the front.

HERALD 1/20/30

# Officials Cool and Silent Toward Big City Proposal

Manning of Lynn Opposes It—So Does H. Franklin Perry of Weymouth—Others Await Study of Plan Before Voicing Judgment

(The Herald today presents another article in its series showing how Greater Boston cities and towns have reacted to Mayor Curley's plan for a Metropolitan Boston federation or council. Ed.)

By EDWARD DRUAN

Scepticism or unequivocal opposition characterized the statements yesterday of a group of mayors of cities and selectmen of towns in the Metropolitan area whose views were asked on Mayor Curley's tentatively outlined plan for a Metropolitan Boston, modelled possibly after the county council, or borough system, by which the city of London functions and is governed.

## SOME WITHOLD JUDGMENT

However, the general tone of stern resistance to the plan was tempered somewhat by a disposition on the part of a few municipal executives to withhold judgment on the project until they have had opportunity to give it the serious study it deserves even in its present nebulous form. Several mayors and chairmen of selectmen said they would prefer not to commit themselves until they have given full consideration to the plan or until something more tangible is proposed, while in at least two towns the project as advanced in a general way by Mayor Curley will be formally discussed at the next meeting of the selectmen.

Weymouth, Lynn, Nahant and Revere were among the communities recorded by their governing heads as definitely opposed to the idea of a metropolitan Boston of which they would be integral members.

H. Franklin Perry, chairman of the selectmen of Weymouth, said:

While I have not studied Mayor Curley's proposed plan closely, I personally am opposed to any change in the present form of government in Weymouth, and I think I express the sentiments of the residents of our town. They, I am certain, are opposed to any such change. There has been a proposal made by some that Weymouth should take on a city form of government. Our population at the present time is 22,000, but the people expressed vigorous opposition to that change. They still hold to the opinion that the present town form of government brings the people near together. I think that the people of Weymouth are capable and want to manage their own affairs. I do not think that the town would gain anything by entering a metropolitan form of government. I see no reason for any change. We have good schools, churches, roads and everything that tends to make up an ideal town. Then why should we make any change? Friends of the metropolitan district say that no town will lose its individuality. It was first stated that Mayor Curley's desire was for these towns and cities, including the territory proposed by him to be annexed to Boston. Ac-

cording to latest information, it is said that it was only to take up the water, sewerage, highways and parks, and also the police and fire departments, and that the communities would not lose their individuality. I cannot see the matter in that way.

William A. Connell, member of the Weymouth board of selectmen, denied published reports that he was in favor of Mayor Curley's plan for a metropolitan Boston. He said:

I have not studied the plan for a metropolitan Boston, and do not know enough about it to comment one way or the other. But what I did say was that in my opinion the people of Weymouth are giving serious thought to the proposal to link their town with the metropolitan sewerage system, provided it does not cost too much.

Mayor J. Fred Manning of Lynn said Lynn, as a suburb of Boston, as desired by numerous Boston politicians, has no appeal to me, nor do I believe that any Lynn citizen would give the plan as put forward in Boston for a greater metropolis serious favorable consideration. Boston is a large city, not because of any activities by the Boston politicians, but because it happens to have been chosen as the capital of the state. Any advantage that would accrue by annexing Lynn would be entirely on the side of Boston. We were given a fine example of Lynn coming out of the short end of the horn when Lynn was made a part of the Boston post-district. It is to be remembered that this was eminently unsatisfactory, and did not last long. Lynn is older, and therefore wiser than Boston. The so-called London plan would not, in my opinion, set very well with Lynn citizens.

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GLOBE 1/20/30 PM

# MAYOR CURLEY INSPECTS NEW OFFICES OF THE C. N. R.



20 PM  
VICE PRES MELANSON HANDING FIRST TICKET TO MAYOR CURLEY  
Left to Right—C. W. Johnson, general traffic manager; T. E. P. Pringle, Boston passenger agent; Mayor Curley, H. H. Melanson, assistant vice president of C. N. R.

Mayor James M. Curley presented a gold key to the city of Boston and extended greetings today to H. H. Melanson of Montreal, assistant vice president of the Canadian National Railways, at the dedication of the new offices of the railway on the ground floor of the Masonic Temple, Tremont and Boylston sts.

T. E. P. Pringle, general agent of the passenger department in Boston, welcomed Mayor Curley and his escort at the entrance to the offices, the finest of their kind in this section of the country, and presented him to C. W. Johnson of Montreal, general traffic manager, Asst Vice Pres Melanson, J. W. Hanley of St Albans, Vt, gen-

eral freight and passenger agent of the Central Vermont, and C. F. Goldthwaite of Montreal, director of the advertising bureau of the C. N. R.

Mayor Curley commented on the furnishings and showed great interest in the mural decorations and paintings. Among those are the coats of arms of the 10 Provinces of Canada and Yukon Territory and the coat of arms of Canada. There are two paintings by Horne Russell, "On the Atlantic Coast" and "Islands of Ontario."

In the main office is an "itinerary room," a lounge, comfortably furnished for patrons of the road.

The general agent's office is in the rear, at the end of the working space for clerks.

The office is decorated in the Italian

manner. A distinctive feature is a large painting of Jaspeh Park Lodge, at the rear of the office, painted on round glass from an original in oils by Russell. It is 11 feet square and is illuminated from behind.

A wrought iron marquise has been added to the door. The large display windows will be lighted by spotlights and other up-to-date fixtures.

The office was designed by Canadian national architects.

Those present besides local transportation officials included C. E. Jenny of New York, general agent; M. W. Maxwell of New York, natural resources engineer; H. C. Cann and C. E. Drummond of Montreal, architects' department; George C. Fletcher, Canada S. S. Lines, and George E. Marsters, Joseph M. Shea and Stuart Colpitts of Boston.

GLOBE 1/20/30 PM

20 PM  
Mayor Curley's statement that the plan for a Greater Boston is so close to his heart that he would accept any suitable plan worked out by the committee organized to investigate the possibility of such a consolidation, even if it meant legislating him out of office in six months, proves how close to his heart is the success of this plan. But if it goes through he will have shown himself too valuable a public officer to be long a private citizen.

GLOBE PM 1/21/30

TRANSCRIPT 1/21/30

# SEES LEAK IN LESS THAN COST CONTRACTS

## Mayor Curley Suggests That Fin. Com. Have Inspectors Check Up on City's Force

Snow removal contracts at less than the cost of the labor, and cracked stone contracts for less than the price of the crushing and hauling to the job, do not appeal to Mayor Curley, who declared that the contracts were not lived up to. He attacked the proposition today as another "leak" in city funds.

Regarding the bids of 35 cents a yard on snow removal the Mayor declared that it was impossible for anyone to remove snow for less than 50 cents a yard unless he received two or three tickets for every yard. In other words if the contract was 35 cents a yard and the contractor got three tickets instead of the one called for, the city would pay \$1.95 a yard.

The same condition, according to the Mayor applies to cracked stone and in two districts where he has investigated, he found the contract delivered price was less than the price of the crushing of the stone and delivery on the job. Equitable contracts strictly conformed with must rule, he said, if Boston's construction program is to be carried through.

In his communication today to Frank A. Goodwin, chairman of the Finance Commission, the Mayor favored an increase in the cost of snow removal and cracked stone providing deliveries conformed to the contract and declared it might be advisable for the Finance Commission to appoint inspectors to check on the regular city inspectors.

### Mayor's Letter

Mayor Curley's letter was as follows: "I have been examining the bids made for snow removal, and find in some cases the bids are as low as 35 cents per yard. It is impossible for anyone to remove snow for less than 50 cents per yard, unless he received two or three tickets for every yard removed. The same condition pertains with reference to crushed stone, and in my opinion it is about time to plug this 'leak.'

"Personally I would favor an increase of 25 percent, or even more, in

the cost of snow removal and in the price charged the city for crushed stone, provided the deliveries were in conformity with the provisions of the contract.

"It would, in my opinion, be of benefit to the city and of benefit to legitimate contractors doing business with the city that persons contracting to do work for less than it is possible to actually perform the work without financial loss were required to live to the provisions of their contract. Under the circumstances it might be advisable for the Finance Commission to consider appointing inspectors to check up on the regular municipal inspection force, and I trust the Commission will give consideration to this suggestion."

## GLOBE PM 1/21/30 FUND FOR FETE IN YEAR 2030

### Curley and Parker Donate \$200—Will Be \$50,000

When the time comes for the celebration of the 400th anniversary of the founding of Massachusetts, those who will have charge of the affair, will find a tidy sum of \$50,000 or more awaiting them, instead of having to seek funds by borrowing or legislation.

The orator each year is paid \$100 and Mr Curley proposed to Mr Parker that the latter donate his oratorical fee to a fund for the 400th anniversary celebration, Mayor Curley to donate \$100.

Mr Parker approved of the idea and the \$200 will be placed in trust and given an opportunity to accumulate for the next 100 years, in which time it will amount to more than \$50,000.

The acceptance letter of Mr Parker to be the Fourth of July orator, received today by Mayor Curley, is as follows:

"I am profoundly honored in accepting the invitation you have so kindly and graciously extended to me, to make the Fourth of July address at Faneuil Hall.

"This ceremony, as you well know, is of very ancient and continued interest. I shall be inspired by this influence, but more especially by your own generous consideration, and by your exalted faith in the city and Commonwealth you have so loyally and devotedly served."

## TRANSCRIPT 1/21/30 Curley Starts Fund for 400th Birthday

Mayor Curley and Herbert Parker will contribute \$100 each as a fund to provide the means of celebrating on the part of the city, the 400th anniversary of the settlement of Massachusetts Bay. This amount at five per cent interest and compounded semi-annually would amount to approximately \$25,000 one hundred years from now and the mayor is inclined to believe that it might be sufficient for the city's needs.

Mr. Parker today accepted the mayor's invitation that he deliver the annual oration at Faneuil Hall on the Fourth of July and also adopted the mayor's suggestion that the celebration fund be established, Mr. Parker to contribute the fee of \$100 which is always paid to the orator of the Fourth and the mayor to match that amount from his own pocket.

## TRANSCRIPT 1/21/30 Curley Maintains Bids Are Too Low

Recent bids for snow removal and for deliveries of crushed stone are altogether too low, Mayor Curley says after an inquiry, and today he asked the Finance Commission to investigate. This is an unusual complaint, for in the majority of cases reported upon by the Finance Commission difficulties arise over alleged excessive costs.

Snow removal bids are as low as thirty-five cents a yard and the mayor says it is impossible for any contractor to do this work for less than fifty cents per yard, unless he is favored by the inspectors to the extent that one load passes for two or three. The mayor would favor an increase of 25 per cent, or even more, in the cost of snow removal and in the price charged the city for crushed stone, provided deliveries were in conformity with the provisions of the contract.

"It would, in my opinion, be of benefit to the city and of benefit to legitimate contractors doing business with the city, if persons contracting to do work for less than it is possible actually to perform the work without financial loss, were required to live to the provisions of their contract," the mayor told the Finance Commission. "Under the circumstances it might be advisable for the Finance Commission to consider appointing inspectors to check up on the regular municipal inspection force, and I trust the commission will give consideration to this suggestion."

## TRANSCRIPT 1/21/30 Mayor Would Help Industrial Work

Whether there shall be revived at City Hall the commercial, industrial and publicity bureau created by Mayor Curley in his previous administration will depend upon the result of a conference which has been called for Thursday morning at eleven o'clock, to which has been invited representatives to the number of thirty-five or more, of the Chamber of Commerce, the Finance Commission, officials of the New Haven, the Boston & Maine and the Boston & Albany railroads and other commercial and industrial leaders. If the various organizations are willing to work with a City Hall bureau, the mayor is willing to build up an organization along lines much more extensive than that of four years ago.

TRAVELER 1/21/30

# FOR CHECK ON CITY INSPECTORS

**Mayor Curley Makes Sensational Charge; Seeks Fin Com Aid**

The finance commission was asked by Mayor Curley today to appoint inspectors to check the regular municipal inspection force and make certain of the elimination of collusion and graft in snow removal work and in the delivery of crushed stone.

Discovery that snow removal contracts have been made with contractors and approved by ex-Mayor Nichols on the basis of 35 cents per cubic yard, a price which Mayor Curley considers to be far below the actual cost of such work, impelled him to invite the finance commission to join with him in an effort to "plug another leak."

Similarly the mayor has convinced himself that contracts for crushed stone specify that the payment to the contractors shall be less than the cost of crushing.

#### SENSATIONAL CHARGE

That it has been the practice for municipal inspectors to issue several tickets for the same load of snow or stone has formed the basis of the most sensational charge which has been made since the change in the municipal administration. There have been reports that loads of snow have been driven about the block adjacent to the dumping place from four to six times and at the completion of each circuit the inspector has handed the truck operator a ticket stipulating that there has been a load dumped for every ticket.

A similar practice has been followed, it is rumored, in connection with deliveries of crushed stone, with the result that the city has been mulcted to the extent of many thousands of dollars.

In his letter to Chairman Goodwin of the finance commission the mayor said:

"I have been examining the bids for snow removal and find in some cases the bids are as low as 35 cents per yard. It is impossible for any one to remove snow for less than 50 cents per yard unless he receives two or three tickets for every yard removed. The same condition obtains with reference to crushed stone, and in my opinion it is about time to plug this leak."

#### WOULD INCREASE RATES

"Personally, I would favor an increase of 25 per cent., or even more, in the cost of snow removal and in the price charged the city for crushed stone, provided the deliveries were in conformity with the provisions of the contract.

"I would, in my opinion, be of benefit to the city and if benefit to legitimate contractors doing business with the city if persons contracting to do work for less than it is possible to actually perform such work without financial loss are required to live up to the provisions of their contracts. Under the circumstances it might be advisable for the finance commission to consider appointing inspectors to check up on the regular municipal inspection force, and I trust the commission will give consideration to this suggestion."

AMERICAN 1/21/30

# Curley and Parker Give \$200 for July 4 Celebration in 2030

Mayor Curley and Herbert Parker agreed today to create a fund to guarantee that adequate money will be available in 2030 to finance an appropriate observance in Boston of the Fourth of July.

Each will contribute \$100 and the money will be placed in a bank and will not be touched for 100 years. Statisticians figured that in less than 100 years the fund would reach more than \$25,000.

In response to his invitation to deliver the oration at the Independence day exercises at Faneuil Hall, Parker in his acceptance wrote to the mayor:

"This ceremony, as you so well know, is of very ancient and continued interest. I shall be inspired by this influence, but more especially by your generous consideration, and by your exalted faith in the city and commonwealth you have so loyally and devotedly served."

To Parker the mayor made this proposition, which was accepted with alacrity:

"The city sets aside \$100 to compensate the Faneuil Hall orator for his services. If you will agree, I'll add another hundred and we will place the money in a bank and allow it to remain there for 100 years that we may be sure that Boston will have sufficient finances for a proper observance of the Fourth of July in 2030."

AMERICAN 1/21/30

# PLAN TO MARK EVACUATION

South Boston began planning for the annual Evacuation Day observance, when the committee appointed from the South Boston Citizens' Association had its first meeting in the Municipal Building East Broadway. Richard J. Dwyer well known in civic affairs of Boston, was selected as the chairman of the general committee, charged with arranging a suitable celebration, which will take into consideration the Tercentennial.

Daniel Lee was selected as secretary and Patrick E. Carr, treasurer of the South Boston Citizens Association, was made treasurer of the committee. Edward C. Carroll was elected chief marshal to arrange special features for March 17

# AMERICAN 1/21/30 Curley Calls for Hub Survey Party

Officials of leading industrial organizations of the city were today invited by Mayor James M. Curley to participate in a conference to consider the advisability of an industrial survey of the city.

The question of the creation of a commercial, industrial and publicity bureau by the city of Boston to develop a program to promote industry and commerce will also be considered at the first meeting which will be held at the mayor's office Thursday.

# AMERICAN 1/21/30 Parker to Deliver July 4 Oration

Herbert Parker, former attorney-general of Massachusetts, today accepted an invitation of Mayor Curley to deliver the Fourth of July address at Faneuil Hall in connection with the anniversary.

# TRANSCRIPT 1/21/30 Bridge Considered No Longer Possible

With unofficial advice from Washington that the War Department would insist on a 200-foot clearance for the central span of any bridge across the harbor, Mayor Curley has given up hope of any such project and has called a conference for Thursday afternoon in the hope of making a final decision on the tunnel plans. The conference will bring together members of the City Planning Board, the Finance Commission, the Transit Commission and the Metropolitan Planning Division.

## Presto! and Tunnel Becomes Bridge

By Frederick Haberstroh

Here we have been enjoying the loveliest quarrel imaginable, trying to get the East Boston Tunnel straightened out. And just as things have begun to get really interesting, along comes Mayor Curley, waves his magic wand (or is it a second-growth Rooseveltian big stick?) and lo! the tunnel ceases to be a tunnel and is metamorphosed into a bridge!

Which simply means that all the vituperation, the blahing, the nose-thumbing tactics and the sticking out of tongues can now be viewed only as a shameful waste.

Just recall the seething pros and cons hurtling about our fair city, these past few months; the lavish outpouring of near-Ciceronian wisecracks; the tossing back and forth of epithets, innuendoes, facts, fancies, and bucks; the mental acrobatics of the real-estate Johnnies-on-the-spot, desperately trying to find the spot; all this while, and because, the exits and entrances of the tunnel skipped, rabbit-like, hither and yon, frantically looking for a haven where ground values had not meanwhile taken on the attributes of an Oklahoma oil field. Think of the energy expended, the hot air generated, the cold shivers created, the blood pressure elevated, during those lively days when the East Boston Tunnel was the subject of so many pour parlers.

And now our mayor has upset the whole verbal apple cart: he does not want a tunnel; he wants a bridge!

+ + +

Very well, let us have a bridge. I favor a bridge. I favored a tunnel, too. But just now Boston has no particular controversy on its hands, and this bridge notion looks as if it would do as well as anything to keep the civic pot simmering merrily for the next half-year, anyway. I can see many advantages for this over-the-bounding-waves link between Boston and East Boston. The fact that the tunnel has an equal number of advantages does not make any difference. The point is that we must be in style. And certainly this bridge creation is Fashion's very latest scream; whereas the tunnel is already as out-of-date as an 1890 bustle. So a bridge it is. (Next year it will likely be a funicular railway.)

No sooner did the bridge leave Mayor Curley's lips, than Washington (D. C., not George) returned it to him with the command that the bridge be at least two hundred feet high in the middle. You see, the Government wants the bridge high enough so that its battleships can get under it without having the officers scraped off the decks. Reasonable, certainly. But as battleships are soon going to be scrapped (even if there has to be another World War to settle the matter amicably), I fail to see what difference it can make to the Navy whether the bridge is two hundred feet high, two feet or two million. But of course it would be a frightful dereliction of duty if someone did not raise immediate objection to any worthwhile project conceived by someone else!

However, on receiving the aforesaid command, our peace-loving chief executive sadly shook his head. One hundred

and fifty-five feet is the limit, he murmured, reluctantly. So there you are! Everything is just as lovely as can be. The bridge controversy is now on a firm foundation, and pros and cons, epithets, Ciceronian cracks, agitated Johnnies-on-the-spot and all the other trimmings of a political merry-go-round, will get into action as soon as steam is up, and will proceed, with suitable hissing, until the fuel gives out and the steam wheezes its final pathetic peep.

+ + +

Personally, I favor a very high bridge. One of those cunning Japanese effects, that looks as if some Brobdingnagian gentleman had squeezed the two ends so hard that the middle hunched up like the back of an angry cat. It is, admittedly, barely possible that such a curve would make the bridge useless for automobiles. But that slight defect would be offset by the sheer beauty of that stately arch; a romantic background, surely, for mud scows, seaward-bound! Think what a refuge such a motorless bridge would be for pedestrians who have come to learn that life is simply one jump after another.

One of the chief arguments in favor of building the bridge, and one that may possibly be overlooked, is this: construction work in Boston is slack. So slack, in fact, that murmur of discontent are arising from that vast army of unofficial inspectors thronging the sidelines of every building job; those gentlemen who are so fascinated by toil that they cannot help but stand all day and watch others labor. Should they be forced, through lack of entertainment, to go to work, themselves? Not, surely, when it lies within the power of our great and glorious city to provide them with other means of whiling away the hours! Ergo, build the bridge. Already I can see the harbor thickly dotted with rowboats, canoes, rafts and other flotsam, each passengered by one or more human beings who earnestly believe that no project can be completed unless for every worker there are at least two loafers.

And when the bridge is finished (what an imagination I have!) picture to yourself the Mecca it will be for fishermen. Can you not see its parapets thickly lined with budding, full-bloomed and withered Isaak Walton? Why, the increase in the fishpole, fishline, hook, sinker and bait business alone would provide employment for untold numbers of idle workers.

Think, too, how popular this bridge would become with prospective suicides, particularly those with a penchant for finishing themselves off in a setting that would add a dash of the spectacular. The higher the better, is their slogan. Then there are the high-diving contests to be considered. Would anything serve so well as this bridge, that could, at the same time, be built at less cost? And in the winter time, what could be finer for coasting and skiing than this rainbow-shaped roadway? Truly, the reasons for building this bridge are infinite.

+ + +

It would be nice if this momentous problem of tying East Boston to Boston's apron strings could be solved within the next few years and without the too-prolonged dilly-dallying of gentlemen who insist on speaking their minds (if any). But we must not be selfish, I suppose. Therefore, let the oral exercises begin. There will, of course, be the expected pyrotechnics regarding the location of the approaches to the bridge (corresponding to the exits that put the tunnel proposition in a hole). Always being willing to give freely of my opinions (though I have yet to find anyone who pays them any attention), and in

order to avoid a recurrence of the agony which those interested in Boston real estate recently experienced (poor souls!), I suggest that one approach be located in Franklin Park and the other at Boston Light. That is a very neat solution.

However, should an alternative be desirable, I offer this: place one end of the bridge at the eighteenth floor of the Custom House Tower; the other end in the airport. Then, scoop out the inside of the Custom House; fill it with automobile elevators; lift all automobiles to the bridge level; discharge them; and start them off on their long coast down the inclined bridge to East Boston. The advantages of this would be three-fold: it would give us a bridge of unique design; it would be a boon for drivers who had forgotten to have their gas tanks filled, and it would save from destruction countless pilots of crippled airplanes, apparently doomed to crash by permitting them to taxi, unscathed, to the very doors of their hangars!

Perhaps, on second thought (this may reduce repartee to its lowest terms and yet save from becoming atrophied the vocal cords of those who have nothing to say, but insist on saying it), the best solution of all would be to build both the tunnel and the bridge. Then those who are afraid of the water could use the tunnel; and those who are afraid of the dark could use the bridge. And those who are afraid of both could either stay at home or take a trip to the Grand Canyon.

## Further Hospital Expansion Voted

A few hours after Mayor Curley and the trustees of the City Hospital had agreed on a \$3,185,000 building program, the City Council voted \$1,500,000 to start the work.

Under the law two weeks must pass before the council can give a second and final vote of approval to the loan orders, and three more weeks will be necessary to advertise the work to obtain bids from contractors. In his conference the mayor requested the hospital trustees and the architects to have the plans completed in sixty days so that the new buildings can be started, putting thousands in the building trades to work.

The remainder of the program, costing \$1,665,000, will be under way next year, for the mayor asked the trustees and architects to have their plans ready for these buildings by December, so that he may complete the group of buildings which he started in 1916, the entire expansion program costing \$7,500,000 for the fourteen years.

This will provide \$450,000 for the completion of the tuberculosis hospital at Mattapan; \$420,000 for a new administration building in place of the old one at the City Hospital; \$325,000 for a children's pavilion, \$175,000 for a laundry building, \$80,000 for the reconditioning and reconstruction of the administration building and nurses' home at the south department for contagious wards, and \$75,000 additional for furnishing the new medical pavilion.

RECORD 1/21/30

## **Mayor Curley First Customer at New C. N. R. Offices**



(Daily Record Photo)

**Mayor James M. Curley, third from left, purchasing the first ticket yesterday at the opening of the magnificent offices of the Canadian National Railway at 168 Tremont st., in the Myer Jonasson building. General Passenger Traffic Manager C. W. Johnson is at the extreme left, with Boston Manager T. E. Pringle second left. The offices are the last word in modern equipment.**

GLORIE 1/21/30 AM

## **SOUTH BOSTON PLANS FOR EVACUATION DAY**

*21/1*  
**Celebration to Be More  
Elaborate This Year**

**Dwyer Chairman of the General  
Committee—Carroll Marshal**

South Boston began planning, last evening, for the annual Evacuation Day observance, when the committee appointed from the South Boston Citizens' Association had its first meeting in the Municipal Building, East Broadway, South Boston. Richard J. Dwyer, well known in civic affairs of Boston, was selected as the chairman of the general committee, charged with arranging a suitable celebration, which will take into consideration the tercentennial.

Daniel Lee was selected as secretary, and Patrick E. Carr treasurer of the South Boston Citizens' Association, was made treasurer of the committee.

Edward C. Carroll was elected chief marshal to arrange special features for March 17. He will be in charge of the parade and he will also have charge of the program for children in the South Boston theatres on the morning of Evacuation Day.

Other committee chairmen appointed include: Pres. John J. Reardon, ways and means; Frank J. Conway, historic exercises; Martin J. Kane, badge; James P. Hoar, banquet; Frank L. Murnhy, essay; Edward G. Madden,

speakers; Alfred J. L. Ford, publicity; Michael J. Harrington, decorations; William V. Doherty, invitations; Representative William P. Hickey, reception; Daniel J. Daley, printing.

A letter was ordered to be forwarded to Mayor Curley requesting a conference for the ways and means committee to discuss the appropriation, and another letter is to be sent to Gov Allen to ask aid in financing the celebration.

It was indicated that the features will be carried out this year on a more elaborate scale than formerly.

The historic exercises, banquet, parade, shows for children, and assays written by grammar school pupils are the usual features. Added features are anticipated, to include official dedication of markers on historic territory.

The next meeting of the committee will be held Tuesday night next week. Then the committee will meet each Monday night thereafter until after the celebration.

AMERICAN 1/21/30

# ST. CLAIR IS RESEARCHING LATEST ENTRY

**H**AROLD CUTBILL, famous Flying Parson, has entered the Bishop Cheverus 1000-yard special at the K. of C. meet Saturday. The Parson, staging a comeback after a six-year layoff, has won two races in the winter meets in New York.

He will be favorite in the event, though he will be stacked up against Russell Chapman, Paul Wakeley, Frank Viet and other great intercollegiate speeders.

Cutbill, who started his track career at B. U., and became a champion under the B. A. A. colors, now represents the Milrose A. A. of New York.

Norman St. Clair of Syracuse is the latest entry in the William C. Prout memorial quarter-mile race.

With Pete Bower of Pittsburgh, and Bernie McCafferty of Holy Cross, also in the race, a new indoor record for the 440 may be set up.

St. Clair is the most recent of the long string of great 440 men developed by Tom Keane of Syracuse. Charley Reidpath, Allan Wooring and then Ray Barbuto were brought along by Keane.

Benjamin Loring Young again will act as referee of the Prout Games. Notice of this was given by John E. Swift who is directing the games.

Young, who is a former captain of the Harvard track team, and who later was a relay companion of the late William C. Prout when each was competing under the colors of the Boston A. A., has been the referee of the meet since its inception, nine years ago.

## GOVERNOR TO ATTEND

Governor Frank G. Allen has accepted an invitation to sit in a box at the meet and it is certain that the Hon. James M. Curley, mayor of Boston, who gives the trophy in the K. of C. mile, will be on hand, too, if the health of his wife will permit.

The mayor has a double interest in the meet because his son, Paul, will be one of the competitors in the relay for Boston Latin school. The games this year have taken the form of opening gun in the K. of C. plan to aid the tercentenary celebration of Boston.

# IS LABOR OF LOVE TO HER

## Secretary Sees Borough System Economic Necessity in 25 Years

They call her another Edison for work—this newly appointed secretary of the research commission on unification of metropolitan governments—but Miss Elizabeth Herlihy herself laughingly denies that her multiple duties are work.

"It is only that I am absorbed in all the ramifications of city planning work," Miss Herlihy asserted from her desk in City Hall today where she sat studying a pile of papers filled with statistics.

She gets as big a thrill out of helping plan street extensions, bridges, tunnels and such projects as another woman might out of planning a child's new spring wardrobe.

For Boston's future is very dear to Elizabeth Herlihy.

"I couldn't be so close to the heart of the city government as I was through the administration of four mayors without acquiring a vision of our future greatness," she said in the same modest manner that has always characterized her. She served under the Fitzgerald, first Curley, Peters and Nichols administrations.

"We are a young city yet, only 300 years old but we are growing. In 25 years at furthest we will be forced through economic necessity to adopt the plan of the metropolitan borough system. Comparative figures tell the story."

Research is Miss Herlihy's hobby. She takes memoranda on everything.

"I take my recreation in comparing conditions I see while traveling about through other cities as a sort of mental stimulation, so that work is play and play is the more enjoyable when it is related to this work."

In an office filled with diagrams of city planning Miss Herlihy works, always with the home in the back of her mind. For 15 years she has been secretary of the City Planning Board.

The new duties connected with the borough system advocated by Mayor Curley are a fresh opportunity for enthusiasm and service, she declares.

"Why, we cannot even turn on the lights or water in the home without that activity being related to a public function, controlled by public officials," she pointed out.

"Our streets, schools, parks—everything is interwoven between the public and the home activities, and there must be co-operation and understanding between the home and city governments."

Miss Herlihy has represented the city many times, both in the United States and abroad, having been a delegate to the International City and Town Planning Congress, in Paris, a year ago.

She is one of the most widely sought authorities on city planning in the country, and is the only woman regularly elected to the American City Planning Institute. She is on the executive committee of the State Federation of City Planning Boards, composed of Massachusetts cities.

"The world is filled with so many interesting things to see that I am continually trying to catch up," she said, after explaining her system of always taking memoranda on different city conditions she finds during her travels over thousands of miles annually.

"When one is absorbed in one's work it is not hard," she says. "I can imagine nothing more monotonous than idling time away. That would not rest me; it would irk me terribly."

How did she get that way? an oldtimer wanted to know one day.

"Well, no one can make a success of two jobs at the same time. I do nothing but concentrate on my job," promptly replied Miss Herlihy.

"Many women are trying to do too much today and are unable to do anything well. It is not fair to expect a woman to be a homemaker and a business woman at the same time. I have not tried to be a homemaker."

But she has retained a feminine charm that has made hundreds of staunch friends for her, the friends she won when she first came to City Hall 20 years ago as a stenographer for ex-Mayor Fitzgerald.

"A woman need not be masculine to hold down a man's job," she smiled. "That is another superstition long ago exploded."

In addition to the scores of details connected with the work of the City Planning Board, Miss Herlihy finds time to give special lectures to Simmons College school of social work and to serve as secretary to a church guild and participate in the work of the League of Catholic Women.

"I am thrilled with the opportunity to serve with the research commission," she declared. "It represents the goal which the city must reach within 25 years as an economic necessity. Comparative figures tell the story graphically."

Post 1/21/30

# BAD FAITH TO BOSTON NAVY YARD

**Andrew Assails Policy  
of Navy Depart-  
ment**

WASHINGTON, Jan. 20—The treatment accorded the Boston navy yard under the Hoover administration was bitterly assailed by Congressman A. Piatt Andrew of Massachusetts in an open letter to the Navy Department made public tonight.

He charged gross bad faith with respect to the promises that the Boston navy yard would receive equitable treatment in the allocation of work.

## CITES DEPT. FIGURES

He cited the department's own figures to show that though the average number of civilian employees at the yard during 1926-7-8 had been around the 2700 mark, the decline since last March had been steady until now the total was below 1600.

He said that he spoke for the entire Massachusetts delegation "who are greatly concerned with the plight of families of hundreds of workers at the navy yard who have been discharged or furloughed at a time when employment conditions in Massachusetts are more than usually distressing."

Mr. Andrew's letter was addressed to Assistant Secretary Jahncke, who is acting head of the department in the absence of Secretary Adams in London. He referred to a recent letter from Secretary Jahncke to Andrew enclosing a table of work and employment figures at Boston and the other Atlantic coast yards, and in which Secretary Jahncke said that the work at Boston was being so reallocated and spread through the year that there would be "no material change in the total work for the year."

Replying to this claim, Andrew wrote pointedly: "If you will be good enough to review the table of figures which you sent me, I think you will agree that your statement in your letter to me, not only is not confirmed, but is flatly contradicted by the figures."

### Andrew's Letter

The Andrew letter was as follows: "Referring once more to the Boston Navy Yard, and to the letter and data relating thereto which you kindly sent me under date of Jan. 10, I have studied the enclosed tables with much care in

the light of the assurance given the Representatives of our Massachusetts delegation some time ago that the Boston yard would receive equitable treatment in the allocation of work.

"An examination of the table showing the number of civilian employees in the several yards months by month since January, 1926, reveals the following facts. The average number of civilians employed in the Boston yard in 1926 was 2937. In 1927 the average was 2833. In 1928 the average was 2318. Although the table shows year by year a marked decline in the use of the yard, I ask you to note that throughout these 36 months, the number of employees on only four occasions fell below 2100 and never below 2000.

"I want you also to observe, however, that under the present administration of the Navy Department, the number of employees in the Boston yard has continually been below 2100, and, more than that, has for the first time in the whole period covered by your tables, fallen below 2000.

### Says Figures Contradict Report

"Although your table ends with last November, I am informed that last week the number of civilians actively employed in the yard has declined to 1595, more than 1100 less than the average of the preceding three years. This figure is more than 40 per cent below the average of the three years 1926 to 1928, which was 2996.

### Says Figures Contradict Report

"In the meanwhile the civilian forces of the New York, Philadelphia and Norfolk yards, as shown by the tabulation which you sent me, have averaged as high or higher than during the three preceding years.

"Your letter of Jan. 10 stated that 'certain changes in the types of ships overhauling at Boston yard have been made which has produced a reasonably even spread of work throughout the whole year, with no material change in the total work for the year.'

"If you will be good enough to review the table which you enclosed, I think you will agree that this statement not only is not confirmed but is flatly contradicted by the figures.

"I regret the necessity of trespassing again upon your time in regard to this matter, but there seems to be no other alternative. I am speaking for the whole Massachusetts delegation in Congress when I say that we are greatly concerned by the plight of the families of hundreds of workers in the Boston navy yard who have been discharged or furloughed at a time when employment conditions in Massachusetts are more than unusually distressing, and I again appeal to you to give your personal consideration to the situation. It seems evident that the statements and assurances given to us by some of the officials of the department do not tally with the tables which they have on file."

# \$3,185,000 FOR THE HOSPITALS

**Mayor Curley and Trustees  
Agree on Expansion**

Carrying out his promise to give Bos-

# BLANKET BILLS FOR SCHOOLS

**Board Approves Action; to  
Buy Athletic Equipment**

The school committee at last night's meeting approved the action of Chairman Joseph J. Hurley in filing, within the necessary time, and before the new committee could go into the matter in detail, blanket bills in the Legislature asking authority to provide increased appropriations for additional school accommodations and for maintenance on the Boston schools.

It was explained that all bills had to be filed before Jan. 11 and the new committee, which has had only one previous session, there had been no opportunity for the members to determine the amount needed. So it was imperative that blanket action be taken to protect the rights of the committee.

It developed that Chairman Hurley filed, on behalf of the committee, a third bill, which will allow school committees the right to purchase athletic equipment for school teams, which is not now permitted, under a decision of the Supreme Judicial Court in a Cambridge case. This decision was handed down last spring and the Boston school committee desires to be given such authority, although until the test case arose, this authority had been exercised for years without question.

ton the best hospitalization facilities in the country, Mayor Curley and the City Hospital trustees yesterday agreed on a \$3,185,000 building expansion programme and within an hour the City Council voted \$1,520,000 to start the work.

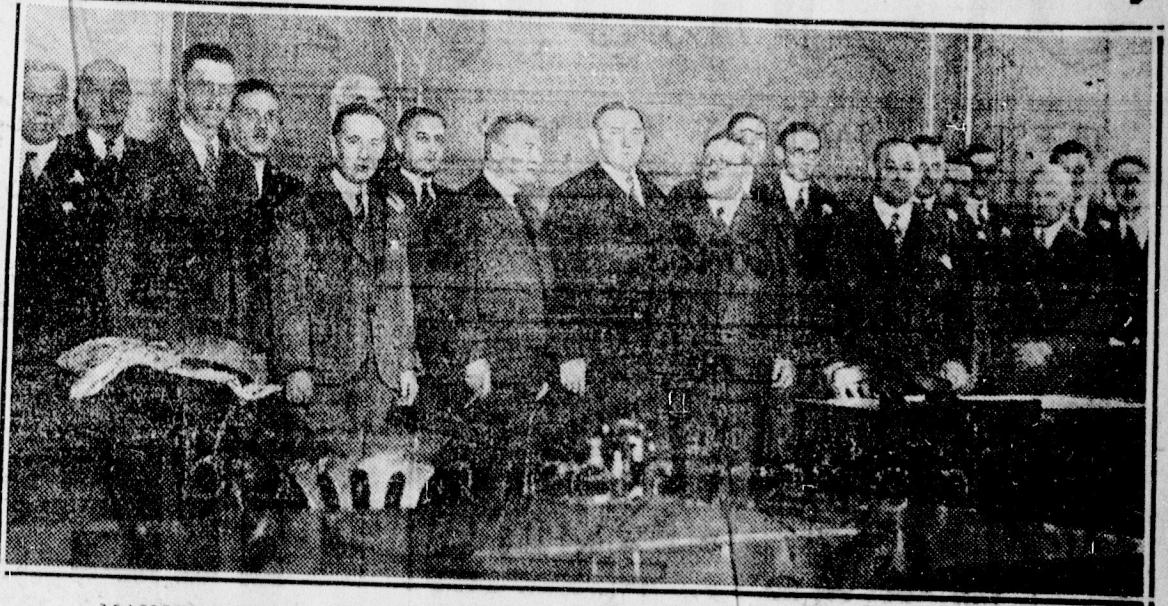
Under the law two weeks must pass before the Council can give a second and final vote of approval to the loan orders, and three more weeks will be necessary to advertise the work to obtain bids from contractors. In his conference the Mayor requested the hospital trustees and the architects to have the plans completed in 60 days so that the new buildings can be started, putting thousands in the building trades to work.

The remainder of the programme, costing \$1,665,000, will be under way next year, for the Mayor asked the trustees and architects to have their plans ready for these buildings by December, so that he may complete the group of buildings which he started in 1916, the entire expansion programme costing \$7,500,000 for the 14 years.

This will provide \$450,000 for the completion of the tuberculosis hospital at Mattapan; \$420,000 for a new administration building in place of the old one at the City Hospital; \$325,000 for a children's pavilion, \$175,000 for a laundry building, \$80,000 for the reconditioning and reconstruction of the administration building and nurses' home at the South department for contagious wards, and \$70,000 additional for furnishing the new medical pavilion.

Post 1/21/30

# Open Magnificent New Offices of Canadian National Railways



MAYOR CURLEY AND OFFICIALS OF CANADIAN NATIONAL RAILWAY

The Mayor paid his respects yesterday to officials of the railroad at the new ticket offices in the Masonic building, Boylston and Tremont streets. In the group, on the Mayor's left, is C. W. Johnson, Mayor Curley, and on his right, H. H. Melanson, and T. E. Pringle, Boston general passenger agent.

More than 1000 Bostonians yesterday visited the new offices of the Canadian National Railways at the corner of Boylston and Tremont streets, following their official opening by Mayor James M. Curley.

Official dedication exercises of the luxurious new quarters took place in the presence of H. H. Melanson, assistant vice-president of the road, and more than 100 other officials.

The new office is decorated in an unusual manner for a business office. It is in the Italian style, with finishings in gray, old gold and red, in stencils.

The "Itinerary room," something brand new of its kind, is located in the front part of the main office, and is intended for the use of prospective tourists who want service and information on projected tours. Here they will have the opportunity to consult with passenger traffic representatives.

Ticket cases and desks are made of fine inlaid walnut, and are considered particularly excellent examples of the cabinetmaker's craft.

The front of the building has been renovated, and a wrought iron marquise has been added, following designs of members of the engineering staff of the railway.

Mayor Curley, in officiating at the opening of the new offices, expressed pleasure at having been invited to the ceremony, and complimented the railway heads on the establishment of their new home.

Among Canadian officials here to attend the opening, in addition to Mr. Melanson, were Mr. C. W. Johnson of Montreal, general passenger traffic manager; C. E. Jenney of New York, general agent passenger department; M. W. Maxwell of New York, natural resources engineer; C. F. Goldthwaite of Montreal, manager advertising bureau; H. C. Cann of Montreal and G. F. Drummond of Montreal, architects; J. W. Hanley of St. Albans, Vt., general freight and passenger agent, Central Vermont railway.

## POST 1/21/30 JOBLESS CALL PARADE OFF

### Propose to Stage Demonstration Next Monday

While a squad of policemen waited at City Hall yesterday afternoon for the appearance of an "army of unemployed," that had announced plans to hold a demonstration outside the building, and State House police were maintaining a similar vigil on Beacon Hill, the jobless deferred their contemplated parade for one week after holding a brief mass meeting in the Trade Union Unity League headquarters at 20 Harrison avenue.

Leaders of the Trade Union Unity League and the Boston Council of Unemployed, who had arranged for the demonstration, said last night that they had changed their plans at the last minute and decided to concentrate their efforts on an impressive parade next Monday.

It is believed yesterday's parade was called off because of insufficient numbers to make the demonstration as effective as the leaders wished. About 60, including a half-dozen who said they were war veterans, attended yesterday's session.

## POST 1/21/30 CITY HALL NOTES

Declining to provide \$200,000 to repair the ferryboat "General Sumner," now 29 years old, Mayor Curley yesterday ordered the sale of the old vessel through the public works department. The Mayor explained that it cost only \$275,000 to build a new ferryboat the last time he had occasion to buy one for the city and he declared that the old one at the time brought \$16,000 from the junk man to help pay for the new one.

An appropriation of \$20,000 was made available yesterday by the City Council, on recommendation of Mayor Curley, to place memorial tablets upon the historic sites of the city at the direction of the commission headed by Chairman Walter Gilman Page, which was reorganized last week in preparation for the Tercentenary celebration.

Former chairman of the school committee, Michael H. Corcoran of 433 West Roxbury Parkway, West Roxbury, was appointed last night by Mayor Curley to serve as a member of the unpaid city board of sinking funds commissioners to fill the vacancy caused by the resignation of Ralph Hornblower.

Passage of legislation authorizing Mayor Curley's street construction programme at a cost of \$12,000,000 was approved yesterday by the City Council in the form of resolutions adopted under suspension of the rules so that they may be considered by the Legislature. The Legislature requires the consent of the City Council before considering Boston bills providing for expenditures of public funds.

*Globe 1/21/30 AM*

## \$1,520,000 PROGRAM FOR HOSPITAL VOTED

Council Approves Building  
Curley Plans This Year  
Street Development Scheme Also  
Indorsed at Meeting

An expenditure of \$1,520,000 for buildings and equipment this year for Boston City Hospital was approved yesterday by the City Council. Earlier in the day Mayor Curley conferred with trustees of the hospital; just before the meeting of the Council he informed its members that he desired immediate action.

Following the Council meeting the Mayor issued orders that plans for additional building to be erected next year, at a cost of \$1,665,000, must be completed before Dec. 1, 1931.

### Proposed New Building

The building program indorsed by the trustees and approved immediately by the Council calls for an administration building at a cost of \$420,000, a laundry at a cost of \$175,000, a children's pavilion, for which \$325,000 has been apportioned; completion of hospital program at the sanatorium at Mattapan, to cost \$450,000; furnishings and equipment for the medical pavilion, for which \$70,000 was set aside, and remodeling and reconstruction of the nurses' home at the South Department, to the amount of \$80,000.

The completed program, Mayor Curley believes, will make the City Hospital the best equipped in any American city. Next year's expenditures will be \$1,350,000 for a surgical building and \$315,000 for a kitchen and equipment.

Mayor Curley for 15 years has planned to develop the City Hospital into a medical center.

### Street Program Approved

The Council also approved yesterday in the form of resolutions, under a suspension of rules, Mayor Curley's program of street construction at a cost of \$12,000,000. The Legislature requires the consent of the City Council before considering Boston Bills providing for expenditures of public funds.

Three bills filed a week ago by Mayor Curley at the State House would permit the expenditure of \$10,000,000 for the construction of new streets throughout the city; \$1,000,000 for the construction of Dorchester av from Fort Po'nt Channel to Old Colony av, and \$1,000,000 for the widening of Summer st and L sts from the Army Base to Broadway, South Boston.

The Council retains authority in the matter, if the bills pass the Legisla-

ture; it has yet to authorize the required loans.

On recommendation of Mayor Curley, the City Council yesterday appropriated \$20,000 to place memorial tablets upon the historical sites of the city, under the direction of a commission headed by Walter Gilman Page. During Mayor Curley's last administration 40 sites were marked and 100 remain. Faneuil Hall, the old State House and home sites of Colonial Governors are among the first 10 to be marked since the reviving of the commission last week.

*Globe 1/21/30 AM*

## CURLEY HELPS TO OPEN CANADIAN NATIONAL OFFICE

Greetings and the key of the city were presented by Mayor Curley at the dedication of the new offices of the Canadian National Railway, Masonic Building, Tremont and Boylston sts, yesterday.

He was welcomed at the door of the new quarters by T. E. P. Pringle, general passenger agent in Boston, and after meeting other officials of the line, made an inspection of the rooms.

A wrought-iron marquise has been added to the door at which the Mayor entered and the large windows in the front are to be lighted by spotlights and other up-to-date fixtures.

The offices are located on the ground floor and are among the finest of their kind in New England. They are decorated in the Italian manner and were designed by Canadian National architects.

*Post 1/21/30*

## WILL SEEK BEACHLAND FOR DOLLAR

Curley to Ask Allen  
for Charles River  
Strip

Seeking to provide a bathing beach for the children of the West End, at the request of former Representative Martin M. Lomasney, Mayor Curley last night announced his intention to confer with Governor Allen to pay the State \$1 for the land at the end of Brighton street, on the salt-water side of the Charles River dam.

### FIRST VISIT WITH CURLEY

Mr. Lomasney, at a conference with the Mayor and city planning experts at City Hall, insisted that \$1 was a fair

price and the Mayor agreed with him. It was the West End leader's first visit to the Mayor's office under the new administration and the meeting with the chief executive was harmonious.

Mr. Lomasney explained that the proposed site for the bathing beach was filled in by the Boston & Maine Railroad during the widening of Nashua street last year, and then given to the State in exchange for land of the Commonwealth which was transferred to the railroad.

Associate Commissioner Richard Hale of the State Department of Public Works informed the conference that the land is now under control of the Boston port authority. He agreed that the nominal fee of \$1 was fair in that the land was to be used for a bathing beach and park purposes.

The conference discussed the proposed expenditure of \$1,000,000 for the widening of Charles street in connection with the Charles River basin improvements sponsored by Mrs. James J. Storrow, who has donated \$1,000,000 more for beautifying the basin.

The street widening would cut a strip off the present Charlesbank gym, but the recreation centre would be made even wider by filling in the Boston side of the Charles River.

### Two Years to Settle

Chairman William P. Long of the park commission stated that it would require two years for the fill to settle, but he produced plans for the improved park with a swimming pool, two baseball diamonds, and a running track.

With the strip cut off the present Charlesbank Park, Charles street could be made from 100 to 140 feet wide, with or without a central reservation with planted trees similar to Commonwealth avenue, Chairman Frederic H. Fay of the planning board reported.

Under the plan Charles street would be widened from Cambridge street to Leverett street, with traffic circles at the Boston end of the Longfellow Bridge and at the junction of Charles, Leverett and Nashua streets, where they meet at the Boston end of the Charles River dam bridge, speeding up Northern Artery traffic.

Plans for the improvements will await an agreement between the Mayor and Governor Allen on the transfer of the old B. & M. land from the State to the city. The Mayor last night sent a letter to the Governor, asking for a conference.

POST 1/21/30

GLOBE 1/21/30

# CURLEY SEEKS LAND FOR BASIN PROJECTS

To Ask State to Approve His Plans  
For Improvements—Lomasney  
Voices Views at Meeting

Plans for the improvement of the Charles River Basin and widening of Charles st, the subjects of a conference yesterday at the office of Mayor Curley, were held in abeyance for the present to enable Mayor Curley to confer with Gov Allen and the State Department of Public Works regarding certain lands exchanged by the Boston & Maine Railroad for lands of the Commonwealth.

Martin M. Lomasney addressed the meeting in the Mayor's office, called attention to the land necessary for the improvement and suggested that the city pay \$1 for the land. Gen Richard Hale of the State Department of Public Works said that the land is now owned by the port of Boston.

### Money to Go to Port

He pointed out that, whatever price was paid, it would not be unfair, as the money would not go to the State, but to the port funds. Mayor Curley said that he thought Mr Lomasney's figure of \$1 was a fair price.

"We have a community of interest," said Mayor Curley, "and the State has an opportunity to serve the city." He then announced that he would arrange a conference with the Governor and the Public Works Department.

Mayor Curley referred to the investment of the Boston & Maine in the district and said that the investment must be forfeited in order to be successful. He said it was not necessary to point out depreciations in value in the district and spoke of Atlantic av, and the South End—which was beginning to "come back"—and the "coming-back" staged by Beacon Hill. He referred also to the \$1,000,000 contribution of Mrs James J. Storrow to improve the Basin.

### Big Pool Is Proposed

Chairman William P. Long of the Park Commission exhibited a plan of proposed improvements, which includ-

ed a swimming pool 100 by 400 feet to which salt water would be pumped and space for two baseball diamonds and a running track. Much ground would be obtained by hydraulic filling. The nature of the fill would have its drawbacks, he said, for it would require two years for settling before work could be carried on.

A second plan was submitted for the section below Leverett st, which would permit of a small playground for children and a larger area for seats and a promenade.

Chairman Fay said that a circle at Charles and Cambridge sts would adequately solve the traffic problem there. He said the Planning Board believed plans should provide for an underpass at Charles and Nashua sts, but that though the underpass cannot be completed within the \$1,000,000 appropriation, any plans should provide that whenever possible an underpass could be built. The underpass idea, he said, is recent and was not contemplated a year ago.

### Lomasney Seeks Returns

Mr Lomasney arose and declared that property had been assessed \$635,000 for the big highway and he thought that the poor people of that district should have a park and swimming accommodations. It was up to the city, he said, to acquire the land transferred by the Boston and Maine Railroad and the State should turn it over for \$1.

"We have been assessed," declared Mr Lomasney, "and we ought to get something for our money. We have contributed \$635,000. I have no objection to a music center at Charles st; but I am speaking for Brighton and Auburn and surrounding streets."

When Chairman Long pointed out to Mr Lomasney the plans for the salt water pool, the latter remarked that all he wanted was a park.

Mayor Curley declared that he disliked to have any delay in the proposed improvements, but believed that the land proposition should be taken up with the State, and he indorsed Mr Lomasney's terms of \$1.

# OBSTACLE RAISED TO BRIDGE PLAN

Span to East Boston Is  
Blocked in Capital

War Department Sets Height  
for Center at 200 Feet

Curley Calls Conference on  
Project for Thursday

Unofficial communications from Washington which indicate that War Department demands would make impossible the construction of a bridge across the harbor to East Boston yesterday led Mayor James M. Curley to call a conference of commissions concerned with the project, for Thursday afternoon.

The reports from Washington are that the War Department will demand a center span 200 feet above mean high water. It was brought out last week at a hearing in Mayor Curley's office that if a height greater than 155 feet were insisted upon, the bridge project would fail. The length and grade of approaches to the bridge would make a higher center span impossible of construction.

### Four Commissions Called

Mayor Curley's conference will bring together members of the city Planning Board, the Boston Finance Commission, the Boston Transit Commission, and the Metropolitan Planning Division.

No reference was made in Mayor Curley's invitation, to the earlier plan of an East Boston tunnel, which held almost the sole attention of these commissions until Mayor Curley last week expressed a preference for a bridge.

The invitations said:

"The committee representing the Boston Transit Commission informs me that they are prepared to submit a report with reference to the height of central bridge span above mean high water between Boston and East Boston.

"You are accordingly requested to attend a conference to be held at the office of the Mayor, City Hall, Boston, for the consideration of this report and, I trust, for final action upon the question of a physical connection between Boston and East Boston."

RECORD 1/21/30

GLOBE 1/21/30 AM

## ON APPROVAL



## That Note Book

No team in a major baseball league can fall below eighth place. There are only eight teams. But population standing among cities is different.

Miss Elisabeth M. Herlihy is secretary of the new commission appointed to develop a plan for a metropolitan system of government for Greater Boston. She is widely known as a city planner.

Miss Herlihy calls attention to a statement by Prof. Thomas H. Read of the University of Michigan that every business man in the principal cities carries a note book which lists the ten largest cities of the country. Miss Herlihy continues:

"This note book has influence—when a business man is seeking industries and commercial locations . . . Prof. Read made it clear that Boston was in eighth place on the list and was in GRAVE DANGER OF LOSING THAT POSITION."

In the population league one can go lower than eighth place.

The new commission will hold its initial meeting Friday. It may be a year before any definite plan for a system of government for the metropolitan area can be submitted. Every community in the metropolitan area will constitute an individual problem, especially so in this New England region where the old town government idea has been sacred.

Meanwhile Mayor Curley has called pointed attention to the London borough system. Discussions of the problem have begun in Boston and in her ring of sister communities. The question is hard, infinitely complicated. But the creating of a commission and its promptness in getting under way this week augur favorably for intelligent, constructive action at some date not too far hence.

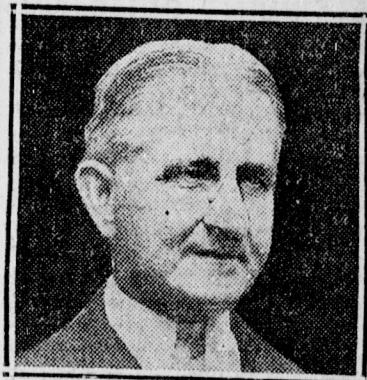
## BRENNAN TAKES OVER NEW LIBRARY TASKS

21/19  
Desk of Issue Chief Heaped  
With Flowers in His Honor

Thomas Francis Brennan, new chief of the issue department of the Boston Public Library, sat down to his work yesterday morning at a desk piled high with flowers and decorated with a new triangular nameplate.

Mr. Brennan's appointment to the position left open by the recent compulsory retirement of Frank C. Blaisdell was an exceedingly popular choice, especially with his fellow workers in the library. He is one of the oldest employees, in point of service, and he is considered, besides, to be one of the most thoroughly qualified men for the job.

He came to the library as a boy, in 1889, and worked under James Lyman Whitney, then head of the cata-



THOMAS FRANCIS BRENNAN

logue department and later librarian. For years Mr. Brennan had charge of all the catalogue cards in the institution. He devoted his attention to trying to find ways by which the public might get books more easily, and many of the little conveniences now available are due to his efforts.

In the technical branches of library science Mr. Brennan distinguished himself by reclassifying completely the cards of the fine arts, music, Barton Ticknor, statistical, official, States' laws, Shakespearian, Biblical and classical catalogues.

In his new position Mr. Brennan will be the man in closest contact with the library-using public.

He is 55 years old and a widower. Mrs. Brennan died many years ago, leaving on his shoulders the task of bringing up three small children, two girls and a boy. This duty has been happily and successfully accomplished long since.

Mr. Brennan has no hobbies except his work. He is said to consider himself late for work if he fails to get in half an hour ahead of time. He makes his home in Chase st, Dorchester.

HERALD 1/21/30

# MAYOR FAVORS BASIN CHANGES

In Accord with Lomasney  
On No. Station to Charles  
St. Improvements

## HOPES TO BUY LAND FROM STATE FOR \$1

Mayor Curley and Martin M. Lomasney are in complete accord on the proposed improvement of the Charles River basin from Cambridge street to the North station and the widening of Charles street between the Longfellow and West Boston bridges.

They agreed so completely at a conference in the mayor's office yesterday that acceptance of a definite plan of improvement awaits the outcome of the mayor's effort to obtain from the commonwealth, several acres of land on Brighton street, bordering on the river, which the state acquired in a land swap with the Boston & Maine Railroad.

Mr. Lomasney is interested in the children of the West end district, and while he is thoroughly in favor of the development of the basin, which will be undertaken by the Metropolitan district commission, he is devoting his leadership to obtaining a municipal playground on Brighton street.

### TO SEEK LAND FROM STATE

Several weeks ago Mr. Lomasney predicted Mayor Curley might be induced to ask Gov. Allen to sell the Brighton street land to the city for \$1. Yesterday the mayor announced that he would attempt to secure such an agreement from the governor and the department of public works.

Mr. Lomasney abandoned his plan for a salt water bathhouse on Brighton street, and accepted the suggestion of Park Commissioner Long for a swimming pool, 100x400 feet into which water would be pumped from the river. The bathhouse scheme encountered obstacles in the form of a sewage disposal pipe line and Mr. Lomasney was now slow in approving the pool idea as an acceptable substitute.

Although Gen. Richard Hale of the state department of public works declared the Brighton street land is owned by the Port of Boston and that it would not be unfair for the state to ask a fair price because the money will be turned over to the Port of Boston funds.

Chairman Frederick H. Fay of the planning board suggested widening of Charles street from 80 to 140 feet, agreed that a park reservation could easily be made in the middle of the thoroughfare, advocated a traffic circle at Charles and Cambridge streets and an underpass at Charles and Nashua streets. His plans can be carried out for the \$1,000,000 which has been tentatively agreed on as the cost of a worthwhile improvement, with the underpass excluded but he urged that any plans should provide for the construction of an underpass in the future.

Mayor Curley voiced regret that there should be delay but he appraised the opportunity to obtain state-owned land as a source of warranted delay.

HERALD 1/21/30

# COUNCIL GIVES \$1,520,000 FOR CITY HOSPITAL

Sum Will Be Spent This  
Year for Buildings and  
Equipment

## TRUSTEES PROMISE SPEEDY ACTION

Mayor Orders Plans for  
\$1,665,000 Worth of  
Construction in 1931

Less than an hour after Mayor Curley told the trustees of the City Hospital yesterday, that he will not tolerate any unjustified delay in the completion of the building construction program, which he initiated in 1916, the city council approved the expenditure this year of \$1,520,000 for buildings and equipment.

The council responded to the request of the mayor for immediate action as speedily as did the trustees and with the program for the current year decided upon, the mayor issued specific orders that plans for additional buildings to be erected next year, at a cost of \$1,665,000, must be completed before Dec. 1.

The building program which the trustees assured the mayor was ready for his approval, which was immediately given, includes an administration building which will cost \$420,000; a laundry at an estimated cost of \$175,000; a children's pavilion for which \$325,000 has been apportioned; new buildings at the tuberculosis sanatorium at Mattapan which will cost \$450,000; furnishings and equipment for the medical pavilion for which \$70,000 has been set aside, and the remodeling and reconstruction of the administration and nurses' home at the south department which will entail an expenditure of \$80,000.

To complete the program and provide Boston with what Mayor Curley is certain will be the best equipped hospitalization facilities of any American city, he will appropriate next year \$1,350,000 for a surgical pavilion and \$315,000 for a kitchen and equipment.

### AIM AT MEDICAL CENTRE

The development of the City Hospital into a medical centre has been the aim of Mayor Curley for 15 years and the delays which have characterized the completion of the program which was agreed upon years ago inspired him to

assert yesterday that the necessary new buildings will be ready for use before the end of 1931 or those responsible for the delays will be held to strict account.

The trustees expressed their appreciation of the viewpoint of the mayor and assured him that under his leadership they will proceed with the erection of buildings marked for completion this year with confidence that there will be no obstacles to the attainment of the accomplishments which he has insisted upon.

HERALD 1/21/30

## CHARLES RIVER BRIDGE HEARING IS CONTINUED

Greater Boston Proposal to Be  
Heard on Friday

Advocates of a bill providing that the metropolitan district commission be authorized to construct a bridge over the a continuance until next Monday on a Charles river yesterday were granted hearing before the committee on metropolitan affairs. The bridge would cross the basin from the foot of Dartmouth street to a point in the vicinity of Kendall square.

The petition of Representative Twohig for an investigation into the advisability of creating a Greater Boston will be taken up by the metropolitan affairs committee Friday.

GLOBE 1/29/30

## YOUNGMAN, CURLEY WILL TALK TO NAVY YARD MEN

Lieut-Gov Youngman, Mayor Curley, members of the Boston City Council and department commanders of the American Legion, Spanish War Veterans, and Veterans of Foreign Wars, have accepted invitations to address the protest meeting to be held by Boston Navy Yard mechanics Friday night in Faneuil Hall.

The meeting may be presided over by Frank H. McCarthy, New England organizer for the American Federation of Labor. It is called for the purpose of bringing public attention to the alleged fact that the Boston Navy Yard is being discriminated against, in favor of other Government yards, in the assignment of new and repair work required by the Navy Department.

Post 1/21/30

# PLAN FOR BRIDGE IS GIVEN UP

Requirements of Army  
Hit East Boston Span;  
Tunnel Looms

Convinced that the requirements of the War Department would make the cost of a bridge prohibitive, city officials were preparing last night to proceed with their plans for the construction of a traffic tunnel between East Boston and the downtown city.

## BRIDGE 200 FEET HIGH

Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, yesterday informed Mayor Curley that he was satisfied that the Secretary of War would insist upon the central span of the proposed bridge being very nearly 200 feet high to permit the passage of the lofty airplane carriers and battleships to and from the Charlestown navy yard without delay.

For this reason it would be impossible to start the downtown approach of the suggested bridge on city-owned property at Quincy and Faneuil Hall markets to evade the realty speculators. The approach of such a bridge would have to cross Washington street, interfering with traffic on this important artery, according to the city experts.

### Second Conference Thursday

Trusting to make a final decision as to whether a bridge or a tunnel will be built to connect Boston and East Boston, Mayor Curley last night invited the planning and engineering experts to attend a second conference at City Hall, Thursday afternoon at 2:30 o'clock.

At that time representatives of the Boston Transit Commission, the City Planning Board, the Metropolitan planning division and the Finance Commission will convene again, and it is expected that they will vote in favor of a tunnel.

It was at their first conference a few days ago that Everett E. Stone of the Metropolitan Planning Board suggested the bridge, which appealed to many of the members, provided that a four-lane bridge with two rapid transit tracks could be built for the same cost as the proposed two-lane tunnel, estimated at from \$16,000,000 to \$20,000,000. But the attitude of the War Department, indicating that a height of 200 feet would probably be required, has thrown the bridge plan out of the scale of possibility.

As for the location of the proposed tunnel, two plans have been advanced. Former Mayor Nichols just before leaving office approved the so-called Harring-

man plan, placing the Boston entrance near Haymarket square and the East Boston entrance at Chelsea street and Porter.

### Matter Up to Curley

The Boston Transit Commission, which was authorized by the \$16,000,000 tunnel law, to draw the plans and build the tube, has persisted in favoring its own plan for the Boston terminal between North and Hanover streets, and the East Boston entrance at Porter street, between Central square and Chelsea street. The decision of the Transit Commission is subject to the approval of the Mayor, according to the provisions of the tunnel law.

GLOBE  
Post 1/20/30

# CHARGES 'WASTE' IN CITY TRUCK REPAIRS

20  
Mayor Says \$100,000 Was  
Spent Last Year

Calls on Property Clerk for Figures  
for Past Five Years

The repair of motor vehicles, property of the City of Boston, was termed "a prolific source of waste" by Mayor Curley, in a communication he sent yesterday to Edward G. Richardson, property clerk, Public Works Department.

According to Mayor Curley, the city spent in 1929 for repairs on trucks in excess of \$100,000, which if carried on for four years would equal the original investment in city trucks. The Mayor called for figures on truck repair for 1925, the last year of his previous administration, and for the years 1926, 1927, 1928 and 1929, under ex-Mayor Nichols.

His letter to Mr Richardson reads:

"I have been investigating a prolific source of waste of public funds in your department; namely, the repair of motor vehicles, and my information is that in 1929 the City of Boston expended for repair of trucks in excess of \$100,000.

"There is no way in which to justify the continuance of a 'leak' of this volume, in view of the fact that the City of Boston maintains a repair shop in the Municipal Garage at Albany st, and in view of the additional fact that every reputable trucking concern maintains a repair department. You are directed to make no contracts hereafter for repairs other than with the concern manufacturing the type of truck, that is to be repaired.

"In the event that any truck requiring repair is sold by some concern that does not maintain a service station in the vicinity of Boston, have that repair work done at the repair shop on Albany st.

"At the earliest opportunity, kindly furnish this office with the following information:

"Amount expended for repair of motor vehicles during the years 1925, 1926, 1927, 1928 and 1929.

"Also the names of the concerns to whom the work was allotted and the amount paid to each concern during each of these years."

Post 1/21/30

## ASKS INSPECTOR FOR KOSHER MARKETS

As a result of the convention of New England rabbis and the United Kosher Butchers' Association, yesterday and today, at Agudath Sholome Synagogue, Chelsea, a delegation of rabbis is to be appointed to ask Mayor Curley to appoint one of its members an honorary deputy inspector of the Board of Health without cost to the city. This is proposed to be a step in advance of the bill passed in the Legislature six months ago, giving none but kosher butchers the right to advertise themselves as such.

According to Hyman Shulman, executive director of the United Kosher Butchers' Association, which has a membership in New England alone of nearly a thousand, the association is spending \$12,000 a year in conducting an inspection service through all Jewish butchers, both kosher and those suspected of being non-kosher. At present these agents have not the right possessed by Board of Health officers to enter butcher shops for inspection purposes.

GLOBE 1/20/30  
**JAMES E. BURKE**  
**TO BE THE ORATOR**

70  
Boston Is to Hold Joint  
Celebration Feb 16

**Mayor's Son, Paul, Will Deliver the  
Tribute to Lincoln**

City celebration of Washington and Lincoln birthdays has been revived by Mayor Curley. J. Phillip O'Connell, director of celebrations, yesterday was directed to proceed on a joint celebration Sunday evening, Feb 16, at Symphony Hall.

The Mayor announced that Jeremiah E. Burke, superintendent of schools, will deliver the oration and there will be a chorus of 500 children led by John A. O'Shea, director of music in the Boston public schools.

It is planned to select the outstanding colored pupil in the Boston schools to deliver Lincoln's Gettysburg address and the outstanding pupil of the girls' high school will deliver an essay on George Washington.

Paul Curley, 16, of the Boston Latin School, son of the Mayor, will deliver the tribute to Lincoln that his father, years ago, gave at the famous tree planting in Washington.

GLOBE 1/21 AM

# APPROACH TO DORCHESTER MEMORIAL TOWER PROPOSED



PROPOSED APPROACH TO MARBLE MEMORIAL TOWER, THOMAS PARK, DORCHESTER HEIGHTS

Park Commissioner William P. Long has suggested to Mayor Curley an improvement to cost \$100,000 in the form of a proper approach to the marble memorial tower at Thomas Park, Dorchester Heights, overlooking the Strandway in South Boston.

A direct approach to the memorial tower from the proposed new boat landing can be made, according to Park Commissioner Long. The boat landing

will be located at the edge of the bathing beach and about 800 feet from the bathhouse.

The plan calls for the creation of a mall, 100 feet wide at the lower end and 75 feet wide at the crest of the incline to the memorial tower.

The mall will be parallel to Covington st. The grade is so steep that no provision will be made for a motor road.

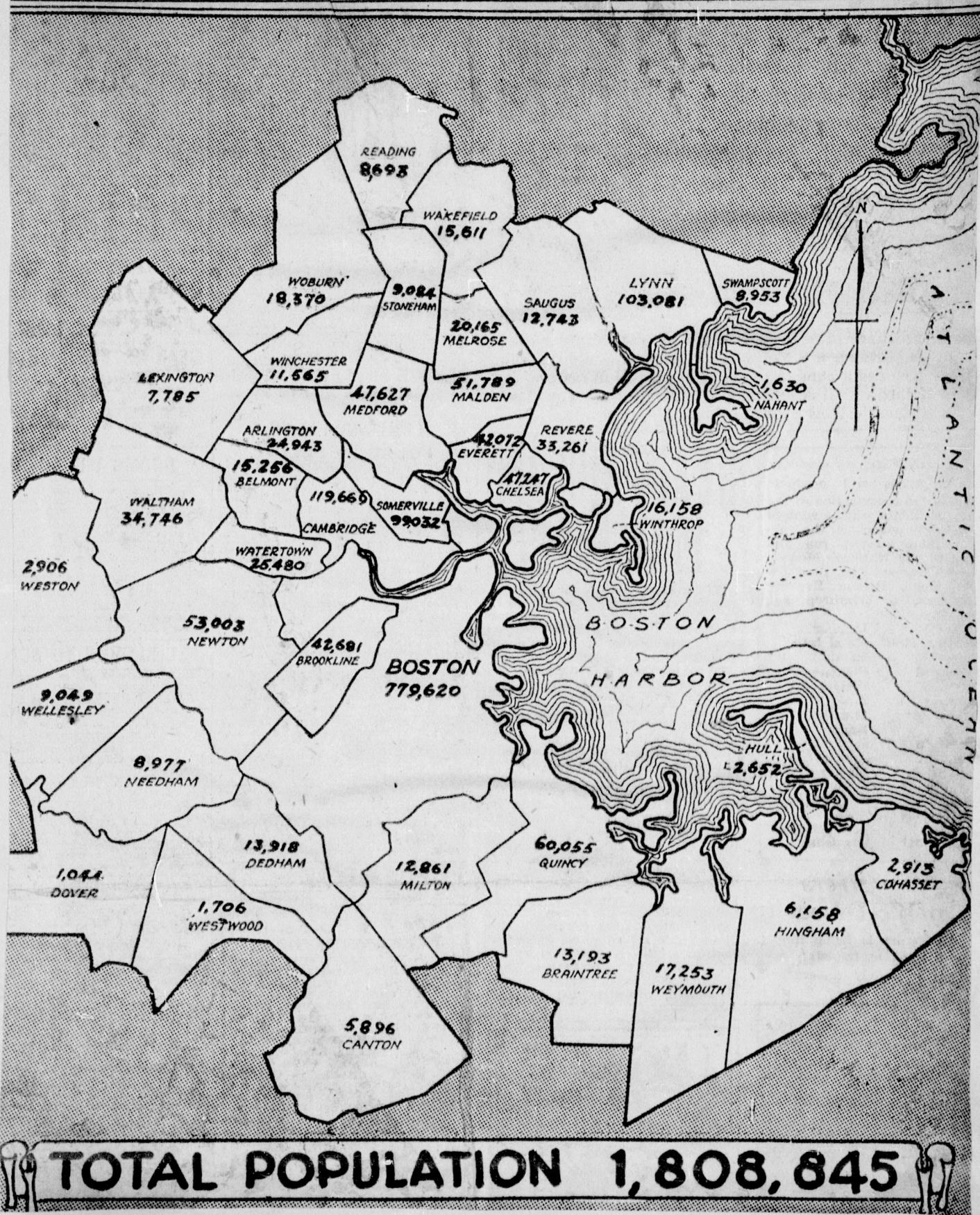
If Mayor Curley and the City Coun-

cil approve the plan, the mall will be extended from the Strandway to East 8th st, where steps will be constructed to the base of the tower. The project will call for the acquiring of some inexpensive buildings.

Commissioner Long said that work would start at Columbus Park March 1. Near Columbus Circle horseshoe-shaped bleachers will be erected and in the field a diamond, gridiron, track and athletic field.

AMERICAN 1/22/30

# THE REAL BOSTON



**O**NE of the most momentous questions now before the people of the Metropolitan District is how to bring about such a unification of these 40 communities as will give THEIR Boston its proper standing among the cities of America.

The commercial and industrial leaders of this section labor under a great handicap in that when they speak for Boston—for example, in matters affecting the Port and its interest and advantage—they appear as the spokesmen for 779,620 people.

WE know that the REAL Boston is a city of 2,000,000!

WE know it to be the Fourth City of the United States.

Our difficulty is that we cannot prove it, to the satisfaction of the Census Bureau.

**A**ND so, officially, we trail behind Detroit and Cleveland—we follow after St. Louis and Baltimore—and on the register of the cities we fall into eighth place.

Please consider the following figures for a moment, giving special attention to the area of each city as stated in acres:

	Population	Area
New York	6,017,000	191,360 acres
Chicago	3,157,400	134,726 "
Philadelphia	2,064,200	81,211 "
Detroit	1,378,900	88,960 "
Cleveland	1,010,000	45,824 "
St. Louis	848,000	39,040 "
Baltimore	830,400	50,560 "
<b>BOSTON</b>	<b>779,620</b>	<b>27,634 "</b>

**W**E all know that the story of the growth of the cities which top us is, in large part, a story of annexation. Men and women of middle age can remember when there was a City of Brooklyn and when the Borough of Queens was a large but unorganized group of neighborhoods or villages.

If Little Old New York had remained little old New York—that is to say, the Island of Manhattan—the population story it would tell today would be one of retrogression.

As business grows, and skyscrapers multiply, and traffic becomes more of a tangle, the Borough of Manhattan LOSES population.

New York's experience in that respect threatens to be the experience of Boston.

"Old" Boston, the central city, has been losing to suburban Boston for years.

The central city cannot grow because no longer is there room for growth—in population.

**A**S Metropolitan Boston climbs toward the 2,000,000 mark, Boston "proper" observes that this growth is mainly in the suburbs and is largest to

the South and West. In the five-year period 1920-1925, the population of the town of Belmont increased 42 per cent, that of Milton 38 per cent, and that of Needham 28 per cent. Greatest proportionate growth of all was reported by Wellesley 47 per cent, but the city of Quincy increased by 2 per cent and historic Lexington was up 25 per cent.

How is the growth of these particular communities explained? Why has that growth been largest to the West and South?

One answer may be found in the Ashmont Cambridge tube, one of the outstanding rapid transit lines of the United States, a great public improvement which represents the INVESTMENT OF MILLIONS OF DOLLARS OUT OF THE PUBLIC FUNDS OF THE CITY OF BOSTON.

And while these suburban communities were showing these amazing advances in population, what was Boston doing? How about the "old" city? Was Boston "proper" gaining in population? If so, at what rate?

By 3.2 per cent!

**T**HREE is nothing really new in these figures, nothing exactly novel in the latest proposal that the time has come when the cities and towns of the Metropolitan District should find a way in which they may come together without the surrender of any right by even the smallest of them.

The only novelty in the proposition, advanced most recently by Mayor Curley, is that it does NOT contemplate annexation.

There are 14 cities in the group—all within 15 miles of School Street, mind—and there is NO hint that any one of them will be asked to surrender its mayor, its board of aldermen, or any other important feature of local government.

It is suggested that one fire department and one police department, with perhaps a single health department, might serve the Greater City more efficiently and more economically than is possible under existing conditions; but these are matters which remain to be threshed out.

The IMPORTANT thing is that leading citizens of the Metropolitan District have begun a discussion of the real Boston with open minds and—on the sidelines—an utter absence of the captious and critical comment which has greeted the mere suggestion of such a development in the past.

**O**NE thing which gives hope to the leaders of commerce and industry in this neighborhood is that the movement has been completely divorced from partisan politics. It is neither Democratic nor Republican.

Mayor Curley, having invited the community to consider the problem, has contributed to the gen-

Conf'd

AMERICAN

1/22/30

eral good feeling by eliminating himself from the consequent deliberations.

Mr. Curley, it is quite plain, has no axe to grind. He has called together a committee made up in part of the professors of government in the colleges and universities round about and he has asked that committee to draft a plan, or plans, which may be submitted to the several communities of the Metropolitan District and then to the Legislature. He has gone further.

He has said that HE will favor ANY plan which may result in the establishment of the Real Boston—Fourth City of the U. S. A.—even if that plan should mean his own retirement.

While various plans, or the outlines of plans, have been advanced and to some extent discussed, it can be said that there is no Plan.

THE first duty of the committee must be to bring together those important figures in the public life of the cities and towns who, appreciating the situation, believe in doing something to better it.

Their CHIEF duty must be to wipe out the last vestige of suspicion on the part of the smaller community that "old" Boston has any selfish interest to serve, that here may be another "entering wedge" of an annexation movement.

The fact is that the aim of this Real Boston movement is co-operation in handling the affairs of the larger community.

The construction of highways, the removal of snow, the enactment of common traffic rules, these, together with fire, police and public health, are some of the things which might be handled for all Boston—the real city—through a Central Council.

That Council might be made up of the 14 mayors, together with the chairmen of 26 boards of selectmen; but this, again, is a matter for discussion.

THE fact is that whether we will or no, this IS one community. Why not cash in on the fact, reap the benefits that may come from the proper advertising of a Bigger, Better and Busier Boston?

Once establish a Central Council, along the line suggested a few years ago by Professor William B. Munro of Harvard, and the country will be quick to take notice.

See what will happen.

The total population of the 40 cities and towns shown on the accompanying map is 1,808,845. These figures are official, as of 1925. Those to be revealed by this year's United States Census will be larger by 200,000. Take them as they are, however, and note the transformation in Boston's standing among the cities:

1. New York .....	6,017,000
2. Chicago .....	3,157,400
3. Philadelphia .....	2,064,200
4. BOSTON .....	1,808,845
5. Detroit .....	1,378,900
6. Cleveland .....	1,010,000
7. St. Louis .....	848,000
8. Baltimore .....	830,400

THAT this is the position which belongs to us of right cannot be denied.

We have been kept out of it by politics—political suspicion, political distrust.

The entire community, not Boston alone but the Metropolitan District, has suffered for it.

How long are we going to allow the ambitions or the personal fortunes of small men to blind us to the best interests of our community as a whole?

Even as such things are, we share the benefits as well as the expense of Metropolitan parks, boulevards, water supply and sewerage system.

We have other things in common, the Public Library, the Museum of Fine Arts, Arnold Arboretum, the Fens, the Esplanade, Franklin Park, Marine Park, Faneuil Hall, the Old State House.

It ought to be plain that our interests are one and that these 40 cities and towns cannot continue to go ahead if the largest and most important of them is to lag.

THE BOSTON EVENING AMERICAN believes that the announcement that these communities have come together under some such arrangement as that of the London Council will be followed by marked improvement in trade and commerce and manufactures.

It will be notice to all and sundry that this is a live, a go-ahead, a PROGRESSIVE city.

The rest of the world knows our Place in History and if it will turn to the books it may discover that Boston is the greatest wool market in the United States, that our fish port is the largest in the world save one, that we have 100 candy factories, make 10,000,000 razors and razor blades every year and that as much as we like to emphasize our 200 universities, colleges, "etc.," we are also the City of Five Thousand Factories.

These things are in the books—for those who will seek them out.

Pile them, with other facts, a mile high and you will not do Boston so much good—ALL Boston—the Metropolitan District—Greater Boston—yours and ours—as will the single announcement in every daily newspaper in America that this is ONE community, with a population of 1,808,845.

Remembering that to the outlander Boston means New England, try to realize the value to one and all of the announcement in this year of the Bay Colony's tercentenary that here is the

FOURTH CITY OF THE U. S. A.!

TRAVELER 1/22/30

# CITY APPOINTEES FACE GRILLING

## Civil Service Board to Question Ten Named by Mayor Curley

The civil service commission will give a special hearing Monday afternoon to 10 appointees recently named by Mayor Curley to important city positions. The hearing will consist principally of interviewing the candidates. No action will be taken at the meeting.

Those to be interviewed and the positions to which they have been appointed are: Joseph A. Rourke, public works commissioner; Samuel Silverman, corporation counsel; Peter F. Tague, principal assessor; James E. Maguire, institutions commissioner; Mrs. Colin W. MacDonald, election commissioner; John J. Lydon, soldiers' relief commissioner; Joseph A. Conry, traffic commissioner; Eugene C. Hultman, building commissioner; Edward F. McLaughlin, fire commissioner, and William Spottiswood, sinking fund commissioner.

Mayor Curley has made other appointments, but as the civil service commission has not completed its investigation of these nominees they will not be interviewed until later.

AMERICAN 1/22/30

## Dolan Made Acting City Registrar

The resignation of Frank L. Brier, city treasurer, was accepted today by Mayor Curley. Edmund L. Dolan, sinking fund commissioner, will take over the duties of the office temporarily Monday.

To Mr. Brier the mayor wrote: "I am deeply appreciative of the splendid service which you have rendered the city of Boston and the gracious courtesy you have exhibited towards me, as evidenced by the tender of your resignation subject to my acceptance."

AMERICAN 1/22/30

## Curley Appointees Are Confirmed

The State civil service commission confirmed Mayor Curley's first four appointments to his cabinet. The group, whose nominations were approved, comprised Chairman Thomas J. Hurley of the board of street commissioners, and Chairman Edmund L. Dolan and Samuel Kalesky and Frederick J. Crosby of the sinking fund commission.

TRANSCRIPT 1/22/30

## Dolan Appointed City Treasurer

### Close Friend of Curley Named for Brier's Place—Praise for Latter

Accepting the resignation of Frank L. Brier, city treasurer of Boston, which had been on his desk since inauguration day, Mayor Curley today appointed Edmund L. Dolan to that position and designated him to serve as acting treasurer beginning next Monday. Mr. Dolan's appointment as sinking funds commissioner was approved by the Civil Service Commission yesterday.

Mr. Brier was named by Mayor Nichols in January, 1926, as city treasurer to succeed John J. Curley, the present mayor's brother. He had been well known in Republican political circles, had served as assistant district attorney for Suffolk in 1922 and as register of probate in 1923-24. He had been an attorney for co-operative banks.

Mr. Dolan was prominent in Mayor Curley's first campaign for mayor and

was rewarded with a secretaryship. During Mr. Curley's second administration Mr. Dolan served as member of the sinking funds commission. During the recent mayoral campaign he was active in Mr. Curley's behalf and it was a foregone conclusion that he would receive a high city appointment if he so desired. As John J. Curley had served as city treasurer for four years, it was assumed that he would desire the place again, but recently he disclaimed any intention of returning to City Hall during the present administration.

In his letter to Treasurer Brier, the mayor said: "I am deeply appreciative of the splendid services which you have rendered the city of Boston and the gracious courtesy you have exhibited toward me, as evidenced by the tender of your resignation subject to my acceptance."

TRANSCRIPT 1/22/30

## Hurley and Others Quickly Approved

Thomas J. Hurley, chairman of the board of street commissioners; Fred J. Crosby, Edmund L. Dolan and Samuel Kalesky, as sinking funds commissioners, have been approved by the Civil Service Commission. The mayor has submitted the names of fifteen appointees and the four are the first to pass the board. Appointments to several of the best positions in the city service, concerning which the mayor was looked upon to act quickly, have not been made.

TRAVELER 1/22/30  
**DOLAN IS ACTING  
CITY TREASURER**

The appointment of Edmund L. Dolan as acting city treasurer was made today by Mayor Curley after he had accepted the resignation of City Treasurer Frank L. Briar. Dolan will serve until a permanent appointment is made.

Mayor Curley, in a letter to Briar expressed appreciation of his service.

The fact that Dolan's appointment as sinking fund commissioner was confirmed yesterday by the civil service commission gave Mayor Curley the legal right to delegate him as acting city treasurer.

TRANSCRIPT 1/22/30  
**Curley Appointees to  
Get Hearing Monday**

Ten appointees of Mayor Curley to positions in the city of Boston will be given a hearing by the full board of the State Civil Service Commission, Monday afternoon but final action will not be taken at this hearing, according to Chairman Elliot H. Goodwin.

Joseph A. Rourke, appointed public works commissioner; Samuel Silverman, as corporation counsel; Peter F. Tague, principal assessor; James E. Maguire, Institutions Commissioner; Mrs. Colin W. MacDonald, Election Commissioner; John J. Lydon, Commissioner of Soldiers' Relief; Joseph A. Conry, Traffic Commissioner; Eugene C. Hultman, Building Commissioner; Edward F. McLaughlin, Fire Commissioner and William Spottiswood as Sinking Funds Commissioner, will appear before the board.

Post 1/22/30

## MAYOR TO PLUG UP SNOW LEAKS

### Urges Higher Contracts, Check on Removal

Mayor Curley beat the Finance Commission at its own game yesterday when he suggested the advisability of appointing inspectors to check up on the removal of snow from the city streets. The Mayor pointed out that some of the contractors agreed to remove the snow at 35 cents a cubic yard, although the actual cost of the work is at least 50 cents, he said.

The Mayor warned that the only way the contractors could make any money on the contracts was by working with the regular inspectors, who might check them off for two or even three times as much snow as they actually removed.

To remedy the situation, the Mayor recommended an increase of 25 per cent or more in the price of the low contracts, not only on snow removal but on crushed stone, where the same practice exists. It was about time, the Mayor said, to "plug" this "leak" in the city treasury.

## HUB NAVY YARD NOT TO CLOSE

### But Curley Wires Plea to Double Force

Informed by the Navy Department that 80 additional men will be put to work at the Charlestown navy yard next month, Mayor Curley last night wired Congressman John J. Douglass at Washington to enlist the support of the Bay State delegation in Congress in an effort to obtain sufficient work to double the personnel here.

In reply to his recent communication to President Hoover, the Mayor received a letter from Assistant Secretary of the Navy Ernest Lee Jahncke, stating that the Boston yard would not be closed, but that 80 additional men would be employed in February. The naval secretary protested that the working programmes for all the navy yards have been made for the current year and additional work could not be diverted to the Boston yard without upsetting the conditions in practically all the other yards.

Mayor Curley informed the East Boston Congressman that "the vital point has been overlooked in the communication from Washington." He protested that a reasonable distribution of the naval work was not made, claiming that the number of men employed in other yards equal in importance to the Boston yard was 200 per cent more than the personnel employed here.

## SEE NO CHANCE OF BRIDGE PLAN

### U. S. Officials Frown on Boston Proposal

WASHINGTON, Jan. 21—Congressman John J. Douglass of Boston, in a letter today to Thomas F. Sullivan, chairman of the Boston Transit Commission, reports on his consultations with War and Navy Departments with respect to

the proposed bridge across Boston Harbor, and indicates there is little likelihood that either department would approve plans for such a bridge and certainly not, unless the height of clearance was sufficient to accommodate the largest ships of war. This would mean a clearance of 200 feet or more. A height which puts the bridge out of consideration as a practical proposition.

Congressman Douglass is taking no sides in the present controversy as to whether Boston and East Boston shall be connected by tunnel or bridge. His letter to Chairman Sullivan today which was in response to the latter's request for information as to the attitude of the government, expressed no personal opinion.

### THE FUTILE BRIDGE IDEA

It is now clearly evident that the demands of the War Department in the matter of a bridge to East Boston would make that kind of crossing of Boston Harbor wholly impracticable. Chairman Sullivan of the Boston Transit Commission, says he is certain that the department would insist on a structure with a water clearance of about 200 feet in order to permit the passage of airplane carriers and battleships into and out of the navy yard. That would require approaches to the bridge beginning back of Washington street, an absurd and enormously costly undertaking—practically impossible.

This should definitely settle all the futile ideas of a bridge. The tunnel has been authorized; let it be approved as soon as may be and preliminary work started on it, whichever plans are to be adopted. At the conference to be held at City Hall tomorrow afternoon, at which time Mayor Curley will meet the planning and engineering experts, representatives of the Transit Commission, the City Planning Board, the Metropolitan Planning Division and the Finance Commission, the matter will come up for a final decision in favor of a tunnel, let us hope. The value of getting on with the great traffic artery to the north shore ought to be apparent to all.

## HERALD 1/22/30 APPROVE 4 OF CURLEY'S CITY APPOINTMENTS

Four of Mayor Curley's nominees for positions in the municipal service were approved yesterday by the state civil service commission. They are Thomas J. Hurley, street commissioner and Fred J. Crosby, Edmund L. Dolan and Samuel Kalesky as sinking fund commissioners.

The mayor has submitted the names of 15 appointees for approval and this quartet is the first to pass safely through the commission's investigating processes.

### CITY HALL NOTES

To organize a programme for the promotion of the commerce and industry of the city, Mayor Curley has called a conference of 35 prominent business leaders to meet at his City Hall office tomorrow morning at 11 o'clock.

Invitations to attend the conference were sent out last night to the officials of the railroads entering Boston, representatives of the Chamber of Commerce, the City Planning Board, the Finance Commission and the commercial and industrial leaders of the city.

The creation of a fund for the celebration of Boston's 400th anniversary, in the year 2030, was started yesterday by Mayor Curley and former Attorney-General Herbert Parker, chairman of the State Tercentenary Commission.

Under the plan agreed upon, Chairman Parker will contribute the first \$100 which he receives from the city, on July 4, as an honorarium for delivering the Independence Day address at Faneuil Hall. If, in each following year, the orator chosen by the Mayor turns over his \$100 to the celebration fund, the donations and interest will represent more than \$25,000 in 2030 to start Boston's 400th birthday party.

## APPROVE FOUR APPOINTEES

### Mayor's Choice for Cabinet O. K.'d by Civil Service

The State Civil Service Commission late yesterday confirmed Mayor Curley's first four appointments to his cabinet. The group, whose nominations were approved, comprised Chairman Thomas J. Hurley of the Board of Street Commissioners, and Chairman Edmund L. Dolan and Samuel Kalesky and Frederick J. Crosby of the Sinking Funds Commission.

The Mayor's other appointees have been invited by the State Board to appear at the State House for an interview next Monday afternoon.

HERALD 1/22/30

## DIGGING TUNNELS

Citizens who are annoyed by the delay in starting work on the East Boston tunnel would do well to recall the history of the construction of the Holland vehicular tubes between Manhattan and Jersey City. A brief resume is contained in the new Encyclopedia Britannica, with sketches and diagrams of the tunnel. Away back in 1906, the states of New York and New Jersey created a joint commission to consider means of vehicular intercommunication either over or under the Hudson river. After several years of study, the commission recommended the construction of a tunnel, and in 1919 the engineers completed the plans which were adopted. Work began Oct. 12, 1920, and the tunnel was opened to public use on Nov. 13, 1927. It consists of twin tubes, 9250 feet long, each tube providing two lanes of traffic in one direction. The total cost was \$48,400,000.

Thus there was an interim or twenty-one years between the time when official study of the problem began and the day when traffic flowed through. The tunnel has more than come up to expectations, on one day accommodating 52,000 vehicles when its anticipated capacity was 45,000. The ventilation system has proved most satisfactory. While the Holland tunnel is not cited as a justification for unnecessary delay in the East Boston project, it is mentioned as an illustration of the fact that enterprises of this magnitude cannot be decided on overnight.

## MAKING A METROPOLIS

The original area of Boston is stated to have been 783 acres. Only in two ways could the city grow: by reclaiming land from the sea, as we have done on a large scale, and by annexing neighboring territories, which has been done to an extent greater than most of our people appreciate. Nobody is advocating annexations today in connection with the discussion of ways and means to obtain a larger population count, and to unify forty communities in such a manner as shall realize the benefits of the Greater Boston idea while preserving that delicate play of local interests generally called "home rule."

We annexed Dorchester Neck or South Boston in 1804 and Washington Village in 1855. We annexed Roxbury in 1868, Dorchester in 1870, Charlestown, West Roxbury and Brighton in 1874, Hyde Park in 1911. Plans for the annexation of Brookline failed in 1873, of Charlestown in 1834 and again in 1854, and of Roxbury in 1859. Chelsea was set off from Boston in 1738 and the attempt to regain it in 1850 was a failure.

The old town of Dorchester, proud of its history, was most reluctant to part with that part of its territory known as Dorchester Neck. Yet only a few families at the time resided in that part of the town and its total valuation is reported to have been \$139,200. A real estate speculation had a good deal to do with the original demand for annexation; owners of lands acquired on the Neck looked for large increases in values if the Neck became a part of the larger town. The necessary paper was signed on March 4, 1804, and on the same day another Act was signed for the construction of a bridge to the Neck. Up to that time communication had been by row boat. Development must have been slow in the early years, however, for the census of 1810 revealed only

354 inhabitants in what was coming to be known as South Boston.

What was denounced by some in Norfolk County as the "Suffolkation" of Roxbury took place in January, 1868. There had been many years of agitation over the annexation question. There were committee reports on the Hill. Roxbury voted strongly against the idea. In 1865, a legislative committee was unanimously for annexation, but the measure lost out in the Senate. Then, in 1866, the Boston City Council passed an order that whenever the municipal authorities of a city or town adjacent to Boston should give notice of a desire for annexation, the Mayor should appoint three commissioners to report on the matter. In the same year the Roxbury Council adopted a similar order. Both bodies reported unanimously for union. Norfolk County bitterly opposed being "robbed." There was a long battle. When the question was submitted to the people, every ward of both Boston and Roxbury voted for the plan and in all but one of them it carried two to one.

The Dorchester agitation followed. The old town vigorously opposed the scheme at first but the people agreed to it in June, 1869, by a vote of 928 to 726, and Boston were for it six to one. The annexation of Charlestown was accomplished only after a score of years of active discussion, into which there was merged gradually the question of the enlargement of the central city by acquiring several other communities besides. The question was submitted by the General Court to the electorates of Brighton, Brookline, West Roxbury, Charlestown and Boston. On October 7, 1873, all the parties accepted the plans with the exception of Brookline, which went overwhelmingly against it—299 to 706.

The case of Hyde Park is fresh in the public memory. At a special town meeting in February, 1911, the annexation proposal carried by a majority of 238, with 1736 voting in a total of 2866 eligible. In May Governor Foss signed the annexation bill. It added 15,507 to the population of Boston, making the total 686,092. The Boston tax rate at the time was \$16.40, that of Hyde Park was \$19. Hyde Park looked for better schools, better police and fire-fighting forces, larger library and postal facilities, as well as for lower water, lighting and tax rates and an improved park system.

In that time the same arguments were familiar that we hear now about the advantages of metropolitan unity. It then was said: "The enormous wealth and very large population of the cities that outrank Boston in this country is largely attributable to the annexation of suburban municipalities." That is quite true, but it must be borne in mind that what now is sought is some form of co-ordination that shall give us the advantages of unity and not deprive us of the advantages of local autonomy.

GLOBE AM 1/22/30

HERALD 1/22/30

## CURLEY, PARKER GIVE NUCLEUS FOR \$50,000

At the celebration of the 400th anniversary of the founding of Massachusetts, the officials will find awaiting them \$50,000 or even more, as the result of donations made by Mayor Curley and Ex-Atty Gen Herbert Parker.

The anniversary orator each year is paid \$100 and Mr Curley proposed to Mr Parker that the latter donate his oratorical fee to a fund for the 400th anniversary celebration. The Mayor offered to donate an additional \$100.

Mr Parker approved of the idea, and the \$200 will be placed in a trust fund and allowed to accumulate for the next 100 years, in which time it will amount to more than \$50,000.

## Curley and Parker Make Sure That Boston Will Celebrate July 4, 2030

Mayor Curley and Herbert Parker are looking ahead 100 years. They took it upon themselves yesterday to make certain that there will be a proper observance of Independence day in Boston, July 4, 2030. Each agreed to contribute \$100 to a Curley-Parker fund which unless some new method of banking is popularized, will grow to slightly more than \$25,000, when the money will be available for financing the 2030 celebration.

Mr Parker will earn his share of the fund July 4 when he will deliver the patriotic address at the exercises held in Faneuil Hall under the supervision

of the city. It has been the custom to compensate Fourth of July orators and long ago city officials decided that \$100 would be adequate payment for their holiday services.

Yesterday after Mr. Parker accepted the invitation of the mayor to deliver the Faneuil Hall address it was suggested that he contribute the compensation of \$100 to a joint Curley-Parker fund to which the mayor would donate \$100 from his salary. The suggestion resulted in action and on July 5 the fund of \$200 will be placed in a Boston bank and permitted to double every 12 years or so until 2030.

HERALD 1/22/30

## ASKS INCREASE IN NAVY YARD WORK

Curley Urges Douglass to Seek Larger Apportionment

The declaration of Assistant Secretary of the Navy Ernest L. Jahncke that repair work assigned to the Charlestown navy yard for the current year will make possible the addition of 80 men to the present working force, in February, led Mayor Curley, yesterday, to ask Congressman Douglass to make every effort to influence navy department officials to increase the apportionment of repair work there.

Assistant Secretary Jahncke in his communication to the mayor denied that there has been any discussion of the advisability of closing the navy yard. He pointed out that work has already been assigned but that it is impracticable to divert work from one yard to another "without upsetting the condition at practically all yards." He also told the mayor that there is no basis for the report that several hundred mechanics and skilled laborers at the navy yard are to be discharged.

Mayor Curley telegraphed Congressman Douglass that a demand for an equitable distribution of work, if acceded to, would permit the doubling of the present force.

"I trust," the mayor added, "that you will enlist the support of the two members of the Senate from Massachusetts in securing what appears to be a measure of justice for the Boston navy yard. While I realize that unemployment is general throughout the United States, I nevertheless recognize that locally it is greater than at any time since 1914 and if the program as outlined by President Hoover means anything, it is about time that those agencies directly under his control set an example to others."

## ATTACKS SNOW REMOVAL GRAFT

Curley Urges Fin Com to Keep Watch on Regular City Inspectors

## MAYOR KNOWS HOW SCHEME IS WORKED

Snow removal "graft," long a productive source of illegitimate financial gain to contractors and city inspectors, and made possible by collusion which it has been found impossible to establish by convincing evidence, will be minimized if the finance commission adopts a suggestion formally submitted by Mayor Curley yesterday.

The mayor believes that the "leak" is of sufficient importance to justify the employment of inspectors by the commission to watch the regular city inspectors.

"But who will watch the fin com inspectors?" was the significant question asked by an investigator for the commission, after the mayor's idea had been made public.

### MAYOR "ON" TO SCHEME

In recent years the commission has undertaken to check the game, but without any satisfying success. It is probable that the commission will co-operate with Mayor Curley, who is striking decisively at every form of municipal graft. Both the mayor and Chairman Goodwin know how the snow removal scheme is worked.

Contractors are paid on the basis of the cubic yardage of snow which is actually dumped into the harbor or removed from the streets to specified dumping places remote from the waterfront.

Payment is checked by tickets and inspectors are assigned to give one ticket for every truckload which is dumped. By collusion among contractors, drivers and inspectors, a system of operation developed which makes possible the issuance of from two to five tickets for each truckload. By selecting a narrow block in proximity to the dumping place, it is easy for the truck operator to make several circuits about this block and to stop at the dumping place on each circuit long enough to collect a ticket.

### PRICE CALLED RIDICULOUS

Mayor Curley's attention was attracted when he discovered that existing snow removal contracts specify that contractors shall be paid at the rate of 35 cents per cubic yard, a price which contractors have informed him is ridiculous because it is materially lower than the actual cost of shoveling snow into trucks and carting it to the waterfront. The differentials in contracts, approved by Ex-Mayor Nichols at the suggestion of the department of public works, were attributed to the varying distances that contractors are required to haul the snow.

The mayor believes in paying contractors sufficient to allow them to make a fair profit and to give the city honest service. He is practically assured of the active aid of the commission.

### TO WATCH INSPECTORS

In connection with the snow matter, the mayor cited the prices which the city pays for crushed stone as affording opportunity for the employment of inspectors to watch the regular inspectors. He maintains that some prices are below the actual cost of crushing.

The commission is not particularly bothered by the alleged crushed stone "graft" because of the ease and speed with which engineers can estimate with accuracy the tons of stone needed for any particular construction job. But as long as the mayor has indicated his willingness to break up what he believes is another illegitimate "racket," he will have the co-operation of Chairman Goodwin.

GLOBE AM 1/22/30

## CURLEY ASKS NAVY DOUBLE YARD FORCE

Told No Closing Planned, Mayor Calls for Expansion

Declares Work Can Be Shifted Here Despite Department System

Mayor James M. Curley yesterday wired Congressman John J. Douglass to enlist the aid of the two Massachusetts Senators in an effort to get the Navy Department to send enough work to the Charlestown Navy Yard to warrant an 100 percent increase in employees.

The telegram followed receipt of a letter by the Mayor from Ernest Lee Jahncke, Assistant Secretary of the Navy, who stated that about 80 additional employees would be taken on at the Navy Yard in February. This number is not satisfactory to Mayor Curley.

Mr Jahncke wrote that Mayor Curley's letter to President Hoover had been referred to the Navy Department. He denied that any closing of the Navy Yard was contemplated.

Mayor Curley declared yesterday that the distribution of work was not reasonable at the outset and that the number of men employed in other yards the size of the Boston yard is 200 percent greater. Without impairing efficiency or the program in other yards, Mayor Curley said, sufficient work could be diverted to permit the 100 percent increase in the working force here.

His telegram to Congressman Douglass said:

"I am forwarding by mail copy of communication received from Ernest Lee Jahncke, Assistant Secretary of the Navy. In my opinion the vital point has been overlooked in this communication, namely that at the outset a reasonable distribution and proportion was not established. It would appear in view of the fact that the number of men employed in other yards equal in importance to the Boston Navy Yard is 200 percent greater than at the Boston Navy Yard, that notwithstanding the statement, 'It is impracticable to divert the work from one yard to another without upsetting conditions at practically all yards,' that this decision should be overruled and that a distribution that would more nearly represent equity be established.

"It should be possible without impairing either efficiency or program in other yards to divert sufficient work to the Boston Navy Yard to permit of an increase of 100 percent in the number of men there employed. I sincerely trust that you will enlist the support of the two members of the Senate from Massachusetts in securing what appears to be a measure of justice for the Boston Navy Yard."

"While I realize that unemployment is general throughout the United States I nevertheless recognize that locally it is greater than at any time since 1914 and if the program as outlined by President Hoover means anything it is about time that those agencies directly under his control set an example to others."

## BOARD PASSES FOUR CURLEY APPOINTEES

Hurley for Commissioner of Street Department

Crosby, Doland, Kalesky Accepted as Sinking Fund Officials

Commissioner Elliot H. Goodwin of the State Department of Civil Service announced yesterday afternoon that the commission had approved Mayor Curley's appointment of Street Commissioner Thomas J. Hurley and the following three commissioners of the sinking funds: Fred J. Crosby, Edmund L. Doland and Samuel Kalesky.

In a statement announcing the approvals the commissioner says:

"Mayor Curley up to date has submitted 15 appointees for the approval of the Civil Service Commission under Section 9 of the Boston city charter. This section requires the Civil Service Commission to make careful inquiry into the qualifications of the nominee before certifying that he is either a recognized expert or qualified by education, training or experience for the position sought.

"The commission follows a regular procedure in carrying on this inquiry and in the case of new appointments always interviews the appointee."

## CURLEY ON TRAIL OF CITY LEAKS

Snow Removal and Cracked Stone Contracts Cited

Writes Goodwin to Have Inspectors Check Up Situation

In his hunt for leaks of city funds Mayor Curley yesterday asked the Finance Commission to investigate the snow removal and cracked stone contracts. The Mayor believes there is something radically wrong with present conditions, and in a letter to Frank A. Goodwin, chairman of the Finance Commission, suggests that it have inspectors check up the situation.

"I have been examining the bids made for snow removal, and find in some cases the bids are as low as 35 cents per yard," the Mayor wrote Mr Goodwin. "It is impossible for anyone to remove snow for less than 50 cents per yard, unless he received two or three tickets for every yard removed. The same condition pertains with reference to crushed stone, and in

## NAVY MEN FROWN ON EAST BOSTON BRIDGE

Might Block Channel If Destroyed in War

Would Have to Be at Least 200 Feet Above Water

By CHARLES S. GROVES

WASHINGTON, Jan 21—Officials of the War and Navy Departments today informed Representative John J. Douglass of Massachusetts that the proposed bridge connecting Boston with East Boston, across the bay, would have to have a clearance of at least 200 feet. They also told Mr Douglass that the departments were disinclined to favor the construction of any bridge between the open sea and a Government Navy Yard, as the proposed bridge at Boston would be located.

Mr Douglass took the matter up with the officials here after receiving a long-distance telephone call from Thomas F. Sullivan, chairman of the Boston Transit Commission, who had been requested by Mayor Curley to learn what conditions would be laid down by the War and Navy Departments if Boston should go ahead with plans for such a bridge. The opinion given Mr Douglass today was "unofficial" but nevertheless is considered of weight.

Mr Douglass was informed that the masts of the newest type of cruisers were 178 feet four inches high, that battleship masts were 172 feet high and that those of aircraft carriers were 179 feet high.

The height of these masts would make it imperative that the proposed bridge at Boston have a 200-foot clearance, it was said.

The Navy Department is opposed to the construction of bridges between the sea and Navy Yards because in the event of war, a bomb from an enemy airplane might destroy the bridge and fill the channel leading to the Navy Yard with debris.

my opinion it is about time to plug this 'leak.'

"Personally I would favor an increase of 25 percent, or even more, if the cost of snow removal and in the price charged the city for crushed stone, provided the deliveries were in conformity with the provisions of the contract.

"It would, in my opinion, be of benefit to the city and of benefit to legitimate contractors doing business with the city that persons contracting to do work for less than it is possible to actually perform the work without financial loss were required to live to the provisions of their contract. Under the circumstances it might be advisable for the Finance Commission to consider appointing inspectors to check up on the regular municipal inspection force, and I trust the commission will give consideration to this suggestion."

# Benefits of Greater Boston Plan Questioned by Officials

Communities in Metropolitan Area Want to Be  
Shown What They Would Gain Under  
Curley's Project

*(This is the third in a series of articles setting forth the attitude of officials of communities in the metropolitan district toward the proposal of Mayor Curley for a metropolitan community modelled along the lines of the county council or borough system of the city of London.)*

By EDWARD D. DRUAN

A demand that they be shown wherein their communities would be benefited by such an arrangement was the burden of the comments yesterday of a number of mayors and selectmen of communities in the Metropolitan district whose reaction to Mayor Curley's proposal for a Greater Boston was sought.

Their hostility to the plan varying from mild criticism of its reputed benefits to one of bitter antipathy toward Boston, the municipal authorities interviewed preferred for the most part to adhere to their present "splendid isolation," under which they said they are getting along tolerably well.

At the same time several city and town executives not given to dismissing the overture so lightly or caustically, said they wished to give the question the sober consideration which it deserved and wanted also to see something more tangible in the way of a community or federation form of government put forth before they could commit themselves.

#### RUSSELL'S VIEWS

Mayor Richard M. Russell of Cambridge was one of the municipal executives who wished to have more time in which to study the question before coming to a decision. He said:

"Many official matters requiring my attention make it impossible for me at present to give any time to a consideration of Mayor Curley's project. Of course, I appreciate the necessity for close co-operation between Cambridge and Boston in a great many matters, and feeling as I do in this respect, any project advanced by the mayor of Boston which directly or indirectly affects Cambridge will have my careful consideration."

"The immediate project is of such a magnitude and importance that I do not feel I can express any opinion other than as above indicated until I have had an opportunity to give the matter the careful study and investigation it deserves. Although I am in favor of promoting the best interests of Cambridge and Greater Boston, I do not feel that the best interests of Boston or Cambridge would be promoted by ill-advised, hasty judgment of the proposal."

Mayor Michael C. O'Neill of Everett said he was not yet prepared to take any definite stand on the suggestion for a Metropolitan Boston. "I am deeply interested in the progress of Massachusetts and Metropolitan Boston, and of course, that of Everett," he said, "but I want to know all the facts and essential provisions of a plan of this kind before I declare myself one way or the other."

#### NATURE OF "FEELER"

"Obviously the plan as suggested in Mayor Curley's inaugural is entirely tentative and in the nature of a 'feeler,' the primary object of which is to start discussion and obtain the reaction of the public authorities and inhabitants of the communities in the metropolitan area. Nothing definite in the way of a plan can be expected until sentiment has been sounded out and tangible suggestions have been put forward by officials of the communities involved. As far as I am concerned, this nature is evolved I do not care to express any opinion of the proposal."

The proposal finds little favor in Needham, as reflected in the views of selectmen and others of that town. Selectman William P. Brown expressed himself as emphatically opposed to Needham's "becoming a small cog in a big Boston machine."

The people of Needham, he said, "have a town of which they are all proud—a town which is becoming more and more a haven for persons desiring to live reasonably near the city but who do not wish to be engulfed in city life. We are too proud of Needham's growth in recent years, its excellent roads, park system and school facilities, its fire and police departments, to surrender them to the control of outside factors."

Selectman Allston R. Bowers said the

time is not yet ripe for such a project as proposed by the Boston mayor, but he added that he believed that in the not distant future a plan might be worked out for "collaboration" between the police, fire and park systems of Needham and Boston. Needham will oppose any scheme of annexation, "however veiled," he said, for the town is "determined to have an effective voice in the governing and in being governed."

Outspoken opposition to the plan was voiced also in Dover. Michael W. Comiskey, chairman of the selectmen, said: "The citizens of Dover are well satisfied with their position, and have no desire to be the fringe of a large city with a high tax rate, and in which the money would be spent in the thickly populated districts."

Selectman Harold Walker concurred in this view, citing also the low tax rate enjoyed by the town and its almost complete freedom from crime.

In Wakefield sentiment against the plan was even more pronounced. Selectman William Blanchard said it appeared to be a "scheme of Mayor Curley to boost Boston by sweeping in a cool million of population." When Wakefield wants to be a city it will elect to be so under its own rule, not that of Curley and the Boston politicians."

#### ADVERTISING SCHEME

Selectman Eugene J. Sullivan said he had always regarded the idea "as a scheme to get advertising for Boston at the expense of the suburbs." Wakefield, he said, is getting along very well under her present system of self-government and desires to continue in her independent position.

The town of Reading likewise sees no merit in the consolidation idea. Mrs. Percy N. Sweetser, one of the selectmen, said she had given the proposal little consideration, but that so far as she was aware the people of Reading were well satisfied with their present form of government and had no desire to link their fortunes with those of Boston. "There never has been any demand for consolidation from the suburbs, and it looks as though Boston would be the chief beneficiary of the move," she asserted.

## \$1,520,000 Voted for Hub Hospitals

Appropriations totalling \$1,520,000 were passed by the Boston City Council yesterday afternoon for the program of construction in the Boston City Hospital and other municipal hospitals, first submitted to the council by Mayor Curley.

Under the provisions, \$450,000 is assigned to further building at the Boston Sanatorium, \$70,000 for Hospital medical pavilion, \$325,000 Hospital medical pavilion, \$325,000 for a children's ward, \$75,000 for new laundry equipment, \$420,000 for a new administration building, and \$80,000 for a new nurses' home.

## BRIDGE PLAN OVER HARBOR IS SCRAPPED

The recently projected plan to have a bridge over the harbor connecting Boston and East Boston has fizzled and the scrapped \$16,000,000 tunnel plan has been revived.

Mayor Curley, who temporarily favored the bridge, was indirectly informed of a War Department requirement that the bridge must be at least 200 feet above the water.

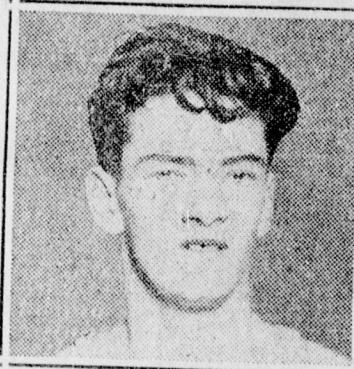
This would require steep approaches to both terminals, so Mayor Curley scrapped the bridge plan.

He then announced that a hearing will be held at his office soon at which speedy and final action on the tunnel plan would be made.

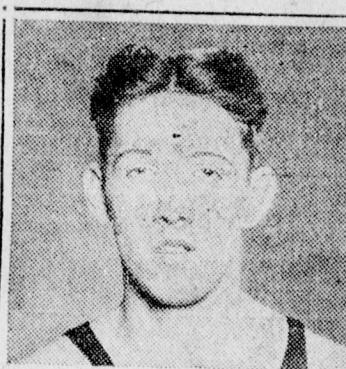
Post 1/23/30

# LATIN AND MEMORIAL LEADING

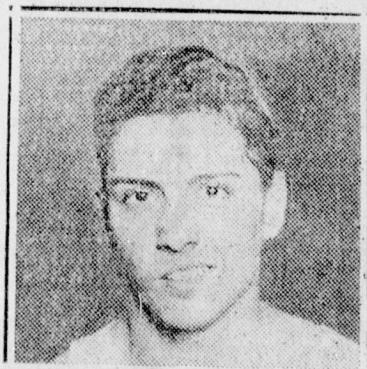
Outpoint Hyde Park and Charlestown in Running Event:  
—Son of Mayor in Dead Heat



PAUL CURLEY  
Latin School



JOSEPH GRAY  
Hyde Park H. S.  
PAIR WHO RAN DEAD HEAT IN SENIOR 300



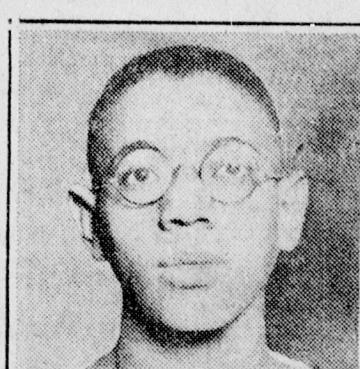
EDWARD DRANE  
Charlestown H. S. Senior Who Won  
50-Yard Dash

By ALBERT J. WOODLOCK

Boston Latin School gained a 20-point lead in the track events of the dual meet with Hyde Park High School yesterday when the Back Bay runners scored 76 points to 56 for their rivals. In the other dual meet at the East Armory Roxbury Memorial High School took a 24-point lead over Charlestown High, winning the track events by a 78-54 count.

The Latin-Hyde Park meet produced the most thrilling event of the day, when Paul Curley, son of the Mayor, ran a dead heat with Joseph Gray of Hyde Park in the final of the 300-yard run. Curley took the lead with the sound of the gun with Gray at his heels and they battled evenly around all of the corners.

As the last corner was taken Gray came off the bank in the lead with Curley a little in the rear. Seven yards from the finish line Curley uncorked a spurt which carried him to the tape at the same time that Gray crossed the line.



BENJAMIN HINDS  
Memorial H. S. Junior Who Won  
50-Yard Dash

Post 1/23/30  
**PROTEST MEETING  
OVER NAVY YARD CUT**

A mass meeting of protest over the drastic reduction of forces at the Boston Navy Yard, under the auspices of the navy yard employees, will be held tomorrow night at Faneuil Hall at 8 o'clock. Governor Allen, Lieutenant-Governor Youngman, Mayor Curley, representatives of the American Federation of Labor, the Chamber of Commerce, the United Spanish War Veterans, American Legion and Veterans of Foreign Wars are listed to speak. Everyone has been invited to attend, and an endeavor will be made to check unemployment which has been prevalent in navy yards.

## CHAMBER GROUP OK'S MAYOR CURLEY'S PLAN

Will Help Organize Board  
to Promote Industry

To organize a plan for promoting the industrial development of the Boston district the committee on new industries of the Boston Chamber of Commerce had its first meeting yesterday.

The committee will supply information, statistics and special surveys to prospective industries seeking locations in this territory and also give cooperation to existing establishments.

The committee voted approval of Mayor Curley's plan for establishing a commission to promote the industrial and commercial welfare of Boston, and arrangements were made to send a number of representatives of the committee to the meeting called by Mayor Curley today looking to the organization of this commission.

The Chamber's committee on new industries includes Julius Daniels, chairman, Edison Electric Illuminating Company; Carle M. Bigelow, president, Bigelow, Kent, Willard & Company; J. Anton de Haas, Harvard Graduate School of Business Administration; Ray A. Ilg, vice president, National Shawmut Bank; J. K. Macneill, Hewes & Potter; Henry W. Maynard, Gillette Safety Razor Company; Roger Wolcott, Wolcott & Holcomb.

## DOLAN NAMED ACTING TREASURER OF CITY

Mayor Curley Accepts  
Brier's Resignation

After he accepted the resignation of Frank L. Brier as city treasurer yesterday, Mayor Curley appointed Edmund L. Dolan as acting treasurer, with instructions to begin his duties Monday. Mr Dolan was on Tuesday confirmed by the Civil Service Commission as sinking funds commissioner, which makes him available as acting head of any city department.

Mr Brier's resignation has been on the Mayor's desk since inauguration day. In a letter to Mr Brier Mayor Curley said: "I am deeply appreciative of the splendid services which you have rendered the city of Boston and the gracious courtesy you have exhibited toward me, as evidenced by the tender of your resignation subject to my acceptance."

Mr Dolan was very active in all of Mayor Curley's recent campaigns, and in Mr Curley's former term of office held a secretaryship.

GLOBE 1/23/30 AM

## SPEAKERS PRAISE HULTMAN'S WORK

Owners Blamed for Many  
Large Fire Losses

Civil Engineers Hear Talks on  
Protection and Prevention

Individual owners in Boston are to blame for many large fire losses because of their "laxity in the care of their property and a total disregard of the first principles of fire protection," declared Kenneth F. Akers, fire protection engineer with Fay, Spofford & Thorndike, an official of the National Fire Protection Association, speaking last night before the Boston Society of Civil Engineers, in Chipman Hall, Tremont Temple.

Mr. Akers, pointing out that the number of "small-loss" fires here has increased in the past two years, gave Eugene C. Hultman much credit for increasing "the morale and methods of the department."

He declared that the recent report of the National Fire Protection Association on the problem of fire waste and insurance rates in this city was one of interest. Boston has pointed the way to other cities and has proved that there are many factors which combine to cause heavy fire losses and that they can be determined only by a comprehensive analysis of the facts, he said.

"It is a wrong conception that there is any one reason for the city's heavy fire loss," he asserted, "for it is a combination of many contributing factors." Poor building construction and the limitation of the personnel of the Fire Department have been shown to be two of the outstanding points in this connection, he pointed out.

### Boston "Holding Its Own"

"Popular opinion seems to be that Boston's fire loss has been gradually increasing during the past 30 years," he continued. "As a matter of fact, when you consider the changing value of the dollar, the physical amounts burned annually have increased only \$21,000 in a 30-year period, or only 11 percent. In other words, Boston is 'holding its own,' but is not gaining on its annual fire loss over an extended period."

Mr. Hultman, who is holding both the office of Fire Commissioner and Building Commissioner until his successor as Fire Commissioner has been approved by the Civil Service Commission, pointed out that in three years the fire loss in Boston has been reduced \$1,500,000, and "it could be reduced even more if the public would back up the efforts to prevent fires."

"The work of inspectors of the Fire Department has had much effect in keeping down the spread of arson," he said. "Several outbreaks of incendiarism were killed by the presence of such inspectors in the neighborhood. The water sprinkler is one of the finest preventers of heavy fire losses, but it does not help to prevent arson."

"All they have to do in an arson case," he said, "is to shut off the sprinkler system."

### Prof McClintock Talks

Prof Miller McClintock, director of the Albert Russell Erskine Bureau at Harvard University, praised Mr. Hultman for his conduct as commissioner and declared the fire survey report of Boston one of the most important documents ever issued in an attempt to prevent fire losses.

Mr. Hultman announced that he was sending bound copies of the report to every officer in the Fire Department.

Other speakers included Henry Fiske, fire prevention engineer; Frank Bradford, director of safety and fire prevention of the Boston & Maine Railroad, and Perry Bugbee, assistant managing director of the National Fire Protection Association.

Frank E. Winsor, president of the Boston Society of Civil Engineers and the chief engineer of the State's gigantic water supply job in Middle Massachusetts, was presiding officer.

POST 1/23/30

## COURT DECIDES FOR LOMASNEY

Rescinds Order Barring  
Gasolene Hearing

Martin Lomasney has won his fight in the courts for the right to contest, before the street commissioners of the city of Boston, the petition of Gladys Besarick for the erection of a gasolene station at Minot and Nashua streets, West End. Judge Cox of the Superior Court yesterday rescinded his previous order enjoining the street commissioners from hearing Lomasney's motion for the revocation of the license they had granted to the woman.

Judge Cox took this position after he heard that the building on the proposed site of the filling station had been condemned by the city authorities and that she had started tearing down the structure before she received her permit. Judge Cox said that he could not bring himself to think that work done in tearing down a condemned building, one that would be torn down anyway, was work done and expense incurred in the erection of a gasolene station. He said he would not have granted the original injunction had he known these facts.

HERALD 1/23/30

## BEACON ST. BUILDING IS CALLED UNSAFE

City Asks Order to Restrain Further  
Occupation

The city of Boston has brought a petition in the Suffolk superior court asking an injunction to restrain further use or occupation of the building at 17 Beacon stet, owned by the McAlleer estate, on the ground that it is unsafe.

The petition avers that the building is

HERALD 1/23/30

## ART COMMISSION TO PASS ON MEMORIAL

Plan to Honor Founders of  
Boston Meets Approval  
Of Mayor

Mayor Curley yesterday asked Chairman John H. Parker of the city art department to pass on the sketches of a memorial to the founders of Boston, designed by John F. Paramino, sculptor, and Charles A. Coolidge, architect, which it is proposed to locate on the Beacon street boundary of the Common near Charles street.

The commission on the marking of historical sites has approved the proposed memorial which Mayor Curley has been told can be erected for \$35,000 and which has been the object of favorable comment from those who have viewed the sketches.

The proposal is one of the few suggestions of such a character which have not evoked adverse criticism and if the art department gives its approval, Mayor Curley will make possible the erection of the memorial so that it can be completed and dedicated in connection with the tercentenary celebration.

HERALD 1/23/30

## NEW INDUSTRIES COMMITTEE MEETS

The first meeting of the committee on new industries of the Boston Chamber of Commerce was held yesterday to organize a plan for promoting the industrial development of the Boston district. The committee will supply information, statistics and special surveys to prospective industries seeking locations in this territory and also give co-operation to existing establishments.

The committee voted approval of Mayor Curley's plan for establishing an industrial commission to promote the industrial and commercial welfare of Boston, and arrangements were made to send a number of representatives of the committee to the meeting called by Mayor Curley today looking to the organization of this commission.

The personnel of the chamber's committee on new industries is as follows: Julius Daniels, chairman, Edison Electric Illuminating Company of Boston; Carle M. Bigelow, president, Bigelow, Kent, Willard & Co.; J. Anton de Haas, Harvard graduate school of business administration; Ray A. Ig, vice-president, National Shawmut Bank; J. K. Macneill, Hewes & Potter; Henry W. Maynard, Gillette Safety Razor Company; Roger Wolcott, Wolcott & Holcomb.

being maintained in violation of section four of chapter 550 of the acts of 1907 and amendments in that the front and side brick walls are cracked, the sills and cap-stones are broken, the fire escape is in poor condition, the upper floors are deflected about three inches and some of the main timbers bearing on wall are rotten. It is asked that the owner be enjoined from conveying the land and from erecting, altering, maintaining, occupying or using the building till it is made to conform to the requirements of the statute, and that the city, if this is not done or the building is not removed within 30 days of the court order, be authorized to remove the building.

Assistant Corporation Counsel Leo Schwartz brought the petition, which is returnable Jan. 27.

HERALD 1/23/30

TRANSCRIPT 1/22/30

# Memorial Leads Charlestown And Latin Athletes Outscore Hyde Park at East Armory

By TOM McCABE

Memorial High is leading Charlestown High, 82 to 54, as a result of the track events staged yesterday in the East Armory, while Boston Latin out-scored Hyde Park in a similar meeting on the same floor, 76 to 56. The field contests in the second meet will be held at Hyde Park High tomorrow. Field events in the Memorial-Charlestown affair will be split over today and tomorrow.

The greatest 300 of the year was run between Paul Curley of Latin and Jack Gray of Hyde Park. The judges called it a dead heat and that was about giving everyone the best of it.

## MARVIN TURNS IN BEST TIME OF WINTER

The entire final lap of the journey, Curley, who had led the event to the first corner, just hung on to the lead because he had the pole. Coming down the home stretch, the pair ran as if locked, shoulder to shoulder and stride for stride. It took courage of the finest for each to stay up there and that was the way they went into the worsted, with the judges happy enough to call it even. None figures the time, none cared about it. They were happy there was glory enough to pass around to each contestant. That's as it should be.

Vale Marvin, who won the 600 for Latin in the senior division, unofficially was clocked in 1 minute 23 seconds. That is the best time of the winter at the distance so it was no wonder he was played out when it was all over. Lichtenstein's success as a senior hurdler and Weiner's work in the dash for big boys were other Latin highlights, while Malone's rush to win the 1000 carried Lawler and Brigen, his teammates, home in point-scoring positions.

Beal, Fuller and Cass were the Hyde Park bright spots, if one can forget the work of Gray.

It was surprising the way Memorial piled up the first places. Granville won the junior hurdles, Hines the junior dash, Seltzer the intermediate dash, Shamben the 300, Grady the intermediate 600, and Boozie the 1000. The last named was prominent. He ran a front race and finished with the best form of the season. A bit of seasoning and he will lead them all.

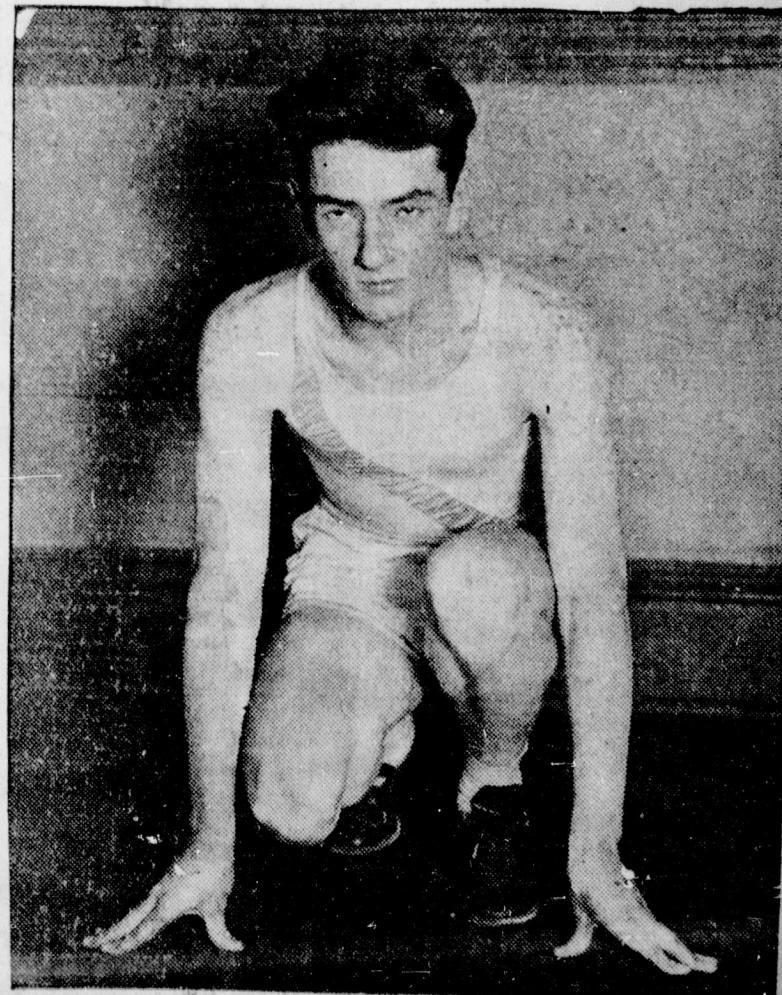
## To Protest Cut in Navy Yard Force

A mass meeting of employees of the Charlestown Navy Yard, to protest the drastic reduction of the forces at the yard, will be held Friday evening in Faneuil Hall. Among the speakers will be Governor Allen, Lieutenant Governor Youngman, Mayor Curley, and representatives of the American Federation of Labor, Chamber of Commerce, United Spanish War Veterans, American Legion and Veterans of Foreign Wars.

Since September more than 500 workmen have been laid off. At that time the number of mechanics employed at the yard was 2008 against 1493 today. No one department has suffered more than another. The meeting is being held under the auspices of the Charlestown Metal Trades Council.

HERALD 1/23/30

## MAYOR'S SON RUNS DEAD HEAT



Paul Curley of Latin school who finished shoulder to shoulder with Jack Gray of Hyde Park in the senior 300 in the dual track meet between these two schools at East Armory yesterday.

## MUST QUINCY MARKET GO?

The commission of three men appointed by the Mayor, the Finance Commission and the market men is still studying the problems brought up by the expiration of the lease of stalls in Quincy and Faneuil Hall markets. Rents are now higher, 30 per cent. higher than twenty years ago, and the volume of business is smaller because of various factors, including chain stores, automobiles, traffic congestion and prohibition. The present tenants recommend five-year leases, instead of the present ten, and for a reduction of rent and are inclined to think that Quincy Market is just about done for.

So, the question arises whether we need Quincy Market at all. The Mayor has suggested that we abandon the project of a tunnel to East Boston, build a bridge instead, and build the mainland approach on the Quincy Market site. As the bridge proposal seems impossible because of the protests and regulations of the War and Navy departments, it has been proposed that we tear down Quincy Market and place the tunnel portal and plaza there.

There are many attractive features to such a scheme. The one tough problem to be solved would be that of accessibility. The streets in that neighborhood are narrow, utterly inadequate for tunnel approaches. The widened Exchange Street and the new Dock Square would come into their own, but Broad, Blackstone Street and other streets in the region would have to be widened or extended, or both. The income from Quincy Market leases is about \$120,000, and from the stalls in Faneuil Hall about \$30,000. The latter building would be placed in a splendid setting if any such use should be made of the Quincy Market site. Offsetting the losses to the city from rentals in Quincy Market would be the taxes on the properties which will have to be taken under the plans now contemplated and the saving of the interest on the bonds for these takings, and these together would amount to double the income from the market leases. If the Market were swept away, the city would be destroying simply its own property.

If the idea of using the market site is ever to be considered officially, let it be done at the meeting which was to be held today and now is appointed for Tuesday next. Out of that meeting may issue a final decision on the tunnel question.

## SNOW REMOVAL

Recent snow-removal contracts call for a rate of 35 cents per cubic yard of dumpage, which is pronounced by Mayor Curley and various contractors to be below the actual cost of the work. The Mayor also has the report of the Finance Commission of June 7, 1926, which provides a substantial statistical basis for his intimations. That report shows that the records of the amounts of snow removed per man per day by different contractors differed so greatly as to indicate either an enormous variation in efficiency, or collusion. Some contractors were credited with 20 cubic yards per man per day, others with 46 and 48.

The Commission made this report to the City Council when the Mayor requested it to pass a loan order for the purchase of addi-

tional equipment for snow removal. Having investigated the experience of the city in handling the snows of the winter of 1925-26, the Commission reported against the request. That report is good reading today. The total cost of the removal of the snows of the storms of February, 1926, shows "a great increase over any previous contract records." The Commission says flatly that "the expense was greatly added to by the inefficiency and dishonesty of the inspection force." Examination in detail of the checks of the inspectors and other records indicated, according to the reports of some inspectors, that "contractors without adequate equipment and of known inefficiency appear to have been two or three times as efficient as contractors of known efficiency and adequate equipment."

The Commission also discovered that in some instances the amount of snow reported to have been removed per man was "far beyond the limits of human possibility." Everybody made money in spite of all the variations thus indicated. "The work of snow removal was profitable for both honest and dishonest contractors." Of the total force of 18 contractors, five were paid at a rate below 35 cents, six between 35 and 40 cents, and seven above 40 cents; of the seven, three received 50 cents or more. The clear implication of the Commission was that the inspectors did not inspect; that they simply distributed tickets greatly in excess of the number of loads actually dumped; in short, that there was collusion among some inspectors, drivers and the contractors.

The Mayor's statement is that these contracts should call for an allowance per load that would return a fair profit. That is, of course, the correct theory.

## CURLEY AIMS TO AID HEADS OF FAMILIES

### Mayor Asks to Have Civil Service Law Amended

Blocked by existing laws in his effort to secure a temporary suspension of civil service rules, Mayor Curley yesterday asked Corporation Counsel DeLand to petition the Legislature to amend present laws so that in periods of depression the civil service commission possess authority to suspend the law and give preference in temporary employment to heads of families in accordance with the number of dependents in a family.

The mayor and Civil Service Commissioner Goodwin conferred at some length upon the former's request for a suspension of regulations so that temporary employment can be given to laborers without regard to civil service lists. Goodwin expressed sympathy with the mayor's views, but pointed out that regulations can only be suspended by the Governor and executive council and then would not become effective for 30 days.

Subsequently the mayor took action to secure an amendment to the law. He also announced that Park Commissioner Long had been directed by him to make immediate requisition for 50 laborers to be employed for 90 days.

*HERALD* 1/23/30

## HEARING MONDAY FOR 10 APPOINTEES

Civil Service Board Will Scan  
Candidates

Ten of Mayor Curley's appointees to positions in the municipal service will be given hearings before the full board of the state civil service commission Monday.

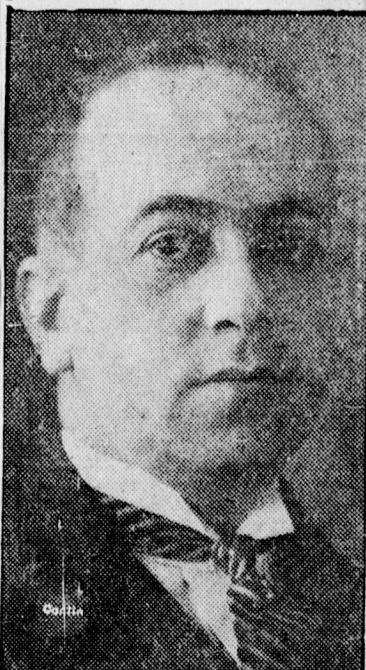
Those slated to appear before the

commissioners are Joseph A. Rourke, public works commissioner; Samuel Silverman, corporation council; Peter F. Tague, principal assessor; James E. Maguire, institutions commissioner; Mrs. Colin W. MacDonald, election commissioner; John J. Lydon, soldiers relief commissioner; Joseph A. Conry, traffic commissioner; Eugene C. Hultman, building commissioner; Edward F. McLaughlin, fire commissioner, and William Spottiswood, sinking funds commissioner.

Each appointee will be interviewed at the special meeting, but final action on their appointments will not be taken until a subsequent date.

This action of the civil service commission sets at rest rumors to the effect that adverse decisions already had been made concerning several of those slated for the positions.

### Gets Finance Post



(Photo by Conlin)

**EDMUND L. DOLAN**

### CURLEY NAMES DOLAN ACTING CITY TREASURER

Succeeds Frank L. Brier, Who Has Resigned

Edmund J. Dolan, a close personal friend of Mayor Curley, will become acting city treasurer Monday. Confirmation of his appointment as a sinking fund commissioner by the civil service commission gave the mayor authority yesterday to name Dolan acting treasurer after the mayor, in accepting the resignation of Treasurer Frank L. Brier had expressed appreciation of his service to the city.

The designation of Dolan as the temporary successor of Brier was taken to mean that the mayor will not be hurried in the selection of a permanent treasurer.

### URGES PERMANENT STREET PAVEMENTS

**Curley Cites Fifth Ave., N. Y.,  
As Standard Sought**

One of the major aims of Mayor Curley is to establish a standard of street pavement in Boston which will be comparable with the paving laid in the principal streets of New York city.

His belief that street paving in Boston should withstand the wear of constant traffic for years promises to lead him to insist that all permanent paving which he will authorize during his administration shall be worthy of the characterization of "permanent." The pavement in Fifth avenue, New York, has often been cited by Mayor Curley as a sample of what should be the Boston standard.

In connection with the matter, he suggested to Commissioner of Public Works Sullivan yesterday the establishment of new standards pertaining to granite curbing and paving blocks. He cited the decision of the Hoover commission on standardization, that 50 per cent. of the granite curbing in use in the country is but five inches in width and 16 inches in depth, and declared that he saw no benefit in continuing the present Boston specifications requiring a width of seven inches and a depth of 18 inches.

During his administration in 1916 he forced a change in specifications of paving blocks which reduced the depth from seven to five inches, and experience since then has not caused any regret for the change.

The mayor is now urging a further reduction in the depth of paving blocks to three inches, and he believes that if they are properly laid on a concrete base, they will last 100 years. He supports that opinion with the statement that when School street was repaved some years ago, it was found that blocks which had supported traffic for 38 years had been worn off but five-eighths of an inch.

*GLOBE* 1/22/30 P.M.

## LOMASNEY WINS ON COURT ORDER

Vacates Injunction on Gas  
Station Hearing

The order issued by Judge Louis S. Cox of the Suffolk Superior Court several days ago, restraining the Boston Street Commissioners from hearing a motion of Martin Lomasney for a revocation of a license granted by them to Gladys Besarick for erection of a gasoline station at Minot and Nashua sts, West End, was vacated by the same judge today. This action was taken when the case came before Judge Cox on the question of continuing the temporary injunction pending determination of the case.

Arguments were presented by attorney William I. Schell, for the petitioner, and Samuel Silverman, city corporation counsel. It appeared to the judge that the building on the site has been condemned and that the petitioner had started tearing it down before getting her permit last December.

Judge Cox stated that he could not bring himself to think that work done in tearing down a condemned building that would be torn down by the city, anyway, if not by the owner, was work done and expense incurred in the erection of a gasoline station. Further, he said he would not have granted the temporary order had he known this.

His original order, he said, he would vacate, and the Street Commissioners might go on with Lomasney's petition for a revocation, and if the commission found against the petitioner she could have her remedy by a petition for certiorari in the Supreme Court.

### AMERICAN 1/22/30 CURLEY ACCEPTS CITY TREASURER'S RESIGNATION

The resignation of Frank L. Brier as City Treasurer was accepted today by Mayor Curley, who then appointed Edmund L. Dolan, Sinking Funds Commissioner, as acting treasurer; the appointment to be effective as of next Monday.

Mayor Curley in a letter to Mr Brier said he accepted the resignation, effective at the close of business next Saturday. He also expressed his appreciation of the splendid services rendered to the city and the gracious courtesy to the Mayor.

### AMERICAN 1/22/30 Lomasney Scores in Gas Station Fight

Martin Lomasney scored a point today in his battle against a gas-filling station at Minot and Nashua sts, West End. A temporary injunction that he protested last week, because it blocked the street commissioners hearing his petition to revoke the permit, was vacated in superior court by Judge Louis Cox.

The premit was granted some time ago by the street commission to Gladys Besarick. Lomasney claimed the former owner of the property had been defrauded.

GLOBE 1/23/30

# INDORSE CURLEY PLAN TO BOOST BOSTON

## Business Men Favor Re-Creation of Commercial, Industrial and Publicity Commission

Mayor Curley's plan for the recreation of the Commercial, Industrial and Publicity Commission took definite form at a large meeting at City Hall today. The first step will be the appointment by him of a director for each branch of the commission, who in turn will prepare a plan, assisted by a committee from the various railroads, Chamber of Commerce and Real Estate Exchange.

The plan of the commission will then be put before a meeting of 350 to 500 business men and other vitally interested in the industrial and commercial life of the city. When the commission is fully organized, Mayor Curley will divorce himself from it, except if his advice is necessary.

Representatives of railroads, chambers and exchanges were in hearty accord with the plan and support was promised. It is hoped to raise \$50,000 when the proper time comes. Mayor Curley, after the meeting, expressed his pleasure at the manner in which the proposition was received.

W. J. McDonald suggested that \$10,000 be raised in units of \$1000 and the city of Boston contribute \$100,000. His idea was to first sell Boston to those in Boston and hold the business here before going after outside business. Mayor Curley said he preferred to discourage contributions at the outset.

The Mayor said something should be done to help out the city and he referred to the New England Governors' Council. He indorsed the Storrow plan and for the metropolitan area he said there should be provision for electrification and a belt line of steam facilities. There is no reason, he said, why manufacturers of Lynn and Brockton should ship from New York, rather than a New England port, preferably from the port of Boston. "It seems idle talk," said Mayor Curley, "about building warehouses and docks unless the people of Massachusetts are willing to support them."

### Campaigns in Other Cities

He called attention to the expensive and extensive advertising campaigns of Philadelphia, Atlanta and other cities to attract industry; something being done by every part of the country but this section. "We are not at a standstill," said Mayor Curley, "we are slipping backward. We want to go forward."

His Honor said that Eugene C. Hultman, awaiting confirmation as building commissioner, would have as his first duty recodification of building laws so that there would be no holding up or delay in projects and that Boston would waive any regulation that can be waived legally. He also asked the businessmen of Boston to consider the Mayor's office as much a part of their business as their stenographer.

He expressed the opinion that there could be a committee from this section now in Washington representing the shoe industry and also the gypsum industry. Regarding the latter he said

that there was a million-dollar plant in Charlestown standing to be wiped out by proposed legislation in Washington, where it is planned to increase the duty.

Mayor Curley referred to restricted immigration, and to Congress raising the floodgates letting in the sweatshop products of Europe, thereby crippling American industry.

### Railroads Ready to Aid

Representatives of the Boston & Albany Railroad, New York, New Haven & Hartford Railroad and the Boston & Maine Railroad assured Mayor Curley of their fullest support. F. F. Baldwin of the New Haven agreed with the Mayor that cultivation must be along the lines of common interest and the personal or individual interest left out. In closing he said he thought the greatest factor was Mayor Curley's metropolitan idea.

T. Frank Joyce of the Boston & Maine Railroad said that in activity of this kind, with the Chamber of Commerce or otherwise, the road would be glad to cooperate. He told of bringing into Lowell new industries, and that in Lawrence a new industry in the Everett mills would employ 5000 persons, twice as many as the mills ever employed before.

Others who spooked in favor of the recreation of the commission were J. Daniels and Frank S. Davis of the Boston Chamber of Commerce, Louis Kirstein of the Boston Retail Trade Board, T. P. King of the King Terminals, Willard Welsh and John T. Scully.

### Recommends Toledo Plan

Mr Scully recommended the Toledo plan of the establishment of a large fund to be used if necessary, but said that the Toledo fund was never touched for actual loaning to industries, but of the men brought together by subscriptions, there was always some member ready to act. He declared there was a lack of industrial mindedness in Boston.

John M. Whittier, industrial development division, of the Edison Company said: The conference offers an excellent opportunity for those who are interested in the progress of Boston to support the Mayor's proposal.

### Doing Promotional Work

"Thoroughly interested in the development of the city, the Edison Electric Company organized an Industrial Development Division over two years ago to assist established industry and aid in the development and location of new industries," he explained.

"During this period it has been possible to directly assist several industrials in locating here and in addition promotional work has been done among several hundred other companies for the purpose of emphasizing the advantages which Boston possesses.

"The facilities and experience of this industrial development division are willingly placed at the disposal of the new bureau proposed by the Mayor.

"The stimulation of a keener civic consciousness will encourage not only the development of industry by local interests, but also the location of branch plants within this territory. Any activity designed to place Boston in a more favorable position as a great manufacturing, commercial and seaport city will benefit not only those whose home and business are here, but also those thousands of workers from neighboring communities who find employment here.

"It is hoped that a committee such as proposed by the Mayor can be created. It will receive the complete co-operation of the Edison Electric Illuminating Company of Boston.

TRAVELER 1/23/30

# CURLEY'S TAX PLAN FAVERED

## Wants Levies on Real and Personal Property Paid Semi-Annually

Boston would obtain more than \$330,000 yearly on real and personal property taxes if legislation were passed requiring payment in two instalments. That was the opinion expressed by Thomas H. Bilodeau, special counsel for the city, appearing before the joint committee on taxation at the State House on behalf of a petition of Mayor Curley, requesting the state tax commission to investigate the advisability of the change.

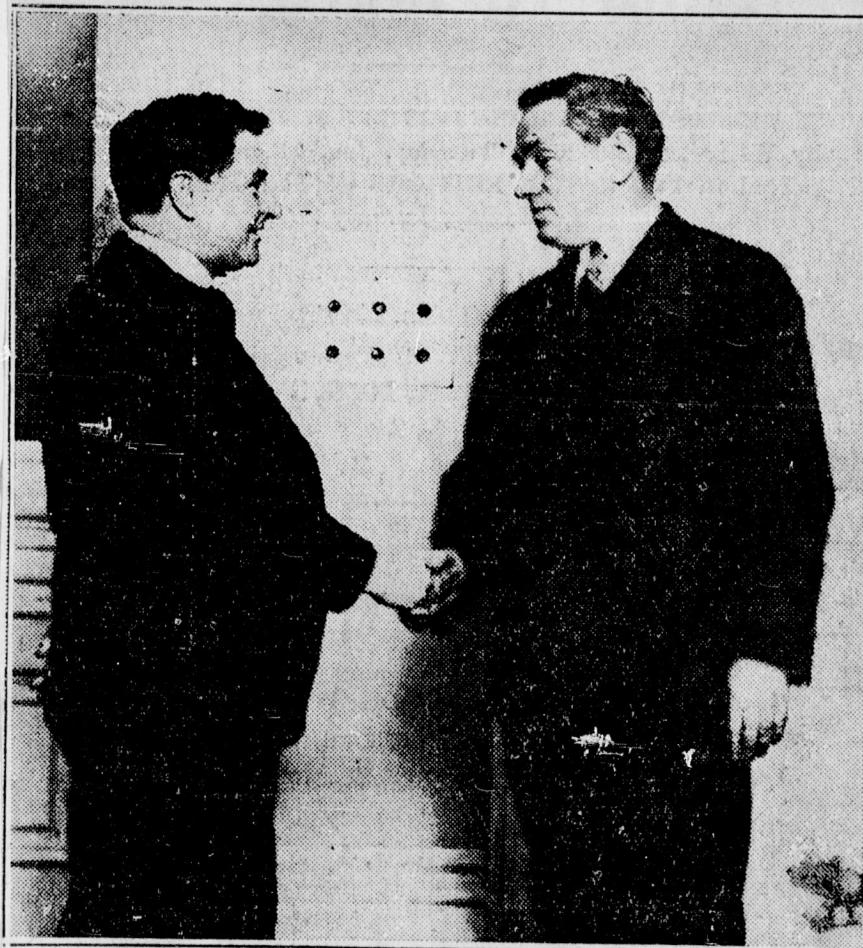
There is no money coming into the Boston revenue department from April to October, according to Bilodeau, with the result that the city must borrow money, paying interest to tide over that period. Representative Cahill of Braintree, speaking in behalf of the bill, would put the semi-annual system into effect next year.

Henry F. Long, commissioner of taxation, approved the "general proposition," but added that municipalities could accomplish saving interest by advancing the assessment procedure.

The commissioner proposed assessments be completed Jan. 1 instead of April 1. Bills could be then sent out in June instead of October, and payments would be coming in in July rather than November. The Massachusetts Association of Tax Assessors, through John D. Casey, chairman of their committee, placed the organization on record as favoring Long's plan.

TRANSCRIPT 1/23/30

## Mayor Welcomes British M. P.



(Transcript Photo by Warren Colby)

### Major Daniel Hopkin

Labor Member of British House of Commons, Greeted at City Hall This Morning

MAJOR DANIEL HOPKIN, labor member of the British Parliament, now on a visit to the United States to speak on conditions in Palestine, arrived in Boston today. He will speak at Temple Mishkan Tefila School, Elm Hill Avenue, Roxbury, tonight, on "What Palestine Means to the Jew."

The major paid a visit to Mayor Curley at City Hall at ten o'clock and then made a brief visit to Harvard University. He called on Governor Allen at the State House this noon, returning to Harvard for a faculty luncheon at one o'clock. In the afternoon he attended the session of the Massachusetts Legislature at the State House, after which he was scheduled to make an address over the radio from Station WNAC.

Major Hopkin was born in South Wales and was graduated from Cambridge University with high honors in law and history. During the World War he won the Military Cross, taking part

in the landing at Sulva Bay, Gallipoli, in which all except four of the officers of his battalion fell. He later saw service in Egypt and France and then was assigned to the Jewish Legion, attached to the 39th Royal Fusiliers, serving for eighteen months in Palestine, where he took part in the final assault in the Jordan Valley.

His experiences in Palestine aroused his interest in the movement to rebuild that country as the Jewish national homeland. When the riots broke out in Palestine in August he went there to investigate the cause of the disturbances.

Major Hopkin is of the moderate wing of the Labor party, a whole-hearted follower of Ramsay MacDonald and a personal friend of Philip Snowden, the British Chancellor of the Exchequer. When Major Hopkin was standing for Parliament from West Carmarthen, Wales, seven of the present British cabinet ministers and eighteen members of Parliament took the stump for him.

TRAVELER 1/23/30

## N. E. ROADS BACK MAYOR CURLEY

### Pledge Support to Plan for Restoring City's Industrial Prestige

The three principal New England railroads, the Boston & Maine, New Haven, and Boston & Albany, today pledged their support to the movement inaugurated by Mayor Curley to re-establish the commercial and industrial prestige of Boston.

The recreation of the commercial, industrial and publicity bureau was guaranteed by Mayor Curley who was assured the cooperation of the railroads, the steamship lines, real estate exchanges and the Chamber of Commerce.

#### PLAN BIG MEETING

The mayor will immediately appoint three supervisors of the bureau, and he has definite assurances that the railroads, the steamship lines, and the other organizations interested in the restoration of industry and commerce will, each, delegate a representative to work in harmony with the municipal officials.

As soon as this organization is perfected Mayor Curley will call a town meeting to which manufacturers, railroads, commercial organizations and firms and industries in the metropolitan district will be invited for the purpose of engaging in a frank discussion of their problems and to develop a comprehensive program of activity.

In outlining the needs of the metropolitan district the mayor emphasized the recession of industry and commerce, alluded to the fact that Boston has been a port of call instead of a cargo port, regretted the loss of the textile and shoe industries, and asked for a co-ordination of all activities that the industrial outlook in Greater Boston can be changed from pessimism to optimism.

#### REPEATS WARNING

He called attention to the building construction program which has been scheduled in Boston, this year, and reiterated his declaration that he will summarily discharge any building inspector or other official who attempts any form of "holdup" or who unwarantedly delays building operations.

The mayor's suggestion for concerted action brought favorable responses from T. Frank Joyce of the Boston & Maine; F. F. Baldwin of the New Haven, a representative of the Boston & Albany; Louis E. Kirstein, Julius Daniels and Frank S. Davis of the chamber of commerce; Tarrant P. King, Willard Welsh, William J. McDonald and John T. Scully of the Massachusetts Real Estate Exchange.

Mayor Curley rejected a suggestion that a fund should be created by private contributions because of fear that such a plan would endanger the success of the movement.

# Mayor Reviews

## Movement for Business Help

TRANSCRIPT 1/23/30

Railroad and Industrial Lead-  
ers Assure Him of  
Their Support

With pledges from the three principal New England railroads, the two real estate exchanges and the Chamber of Commerce to give whole-hearted support to Mayor Curley's plans for the benefit of business conditions generally in Boston and in the metropolitan area, the Commercial, Industrial and Publicity Bureau of the previous administration will be revived. The matter came to ahead at a conference with business leaders at City Hall today, which resulted much more successfully, the mayor stated, than he had anticipated.

The mayor laid emphasis on the fact that in considering Boston he would embrace the entire metropolitan district, realizing that the community of interests involved was the real issue in any attempt to maintain present business and to attract new business. Something should be done immediately, he said, as he discussed the work of the New England Council and the Storrow Plan of railroad consolidation. There was no reason why manufacturers of Lynn and Brockton should ship from New York rather than from New England. In other words, it was idle talk to consider building warehouses and docks unless the people of Massachusetts are willing to support them.

Calling attention to the expensive advertising campaign of Philadelphia, Atlanta and other cities to attract industry, the mayor remarked that it seemed as if something on a large scale is being done in every part of the country except in this section. "We are not at a stand still," he said, "but we are slipping backward."

Eugene C. Hultman, awaiting confirmation as building commission, would have as his first duty the work of recodifying the building laws so that there would be no holding up of projects planned, and Boston would waive any regulation that could be waived legally.

There should be a committee in Washington from this section, the mayor said, representing the shoe and gypsum industry. Regarding the latter he said there was a million dollar plant in Charlestown which may be wiped out by proposed tariff legislation. He referred to restricted immigration and then to the raising of the flood gates and the crippling of American industry.

Representatives of the Boston & Albany, the New York, New Haven & Hartford and the Boston & Maine assured the mayor of their active support. F. F. Baldwin of the New Haven agreed with the mayor that all individual interest must be left out of consideration. T. Frank Joyce of the Boston & Maine told of bringing new industries to Lowell and Lawrence. Others who spoke in favor of the movements were J. Daniels and Frank S. Davis of the Boston Chamber of Commerce, Louis E. Kirstein of the Boston Retail Trade Board, Tarrant P. King of the King Terminals, Willard Welsh and John T. Scully.

Mr. Scully recommended the Toledo plan of the establishment of a large fund to be used if necessary but the mayor had discouraged heavy expenditures on the part of the city.

MONITOR 1/23/30

## MAYOR PLANS DEVELOPMENT OF INDUSTRIES

Proposes Advertising City's  
Advantages to the Unit-  
ed States

Fifty representatives of railroads, commerce and industry indorsed the plan of Mayor Curley for the selection of a commission to "sell Boston to the United States, industrially," at a conference at the City Hall today, following an address by the Mayor, in which he pointed out how little had been done to keep Boston's industrial advancement on a level with other large cities.

As a result of the conference, plans are definitely in shape for the appointment of an industrial commission for Metropolitan Boston, consisting of from 10 to 15 members representing each railroad, the Boston Planning Board, Boston Finance Commission, several committees of the Boston Chamber of Commerce and industries of Greater Boston. The purpose of the commission, Mayor Curley stated, would be to promote Boston's commercial and industrial interests. Before closing the meeting, Mayor Curley said he proposed to call a great mass meeting of 500 industrial leaders and city and town officials of Metropolitan Boston in the immediate future.

"Something must be done," the Mayor said, "to give Boston the distinction it deserves industrially." Cooperation, he called the keynote of the proposed movement and suggested a great industrial survey as the first step to be taken by the commission. He also recommended the establishment of a credit or guarantee fund to assist industries in establishing themselves in Boston provided they furnish necessary credentials and reports of sound business policy. He advised the appointment of a board of control to administer this fund and obtain information regarding qualified industrial concerns wishing to locate in Boston in order to establish the confidence of banks in favor of these concerns.

John T. Scully of the Massachusetts Real Estate Exchange was among the supporters of the plan. He said everywhere in the country there was strong local industrial pride, and that Boston should keep in step with progress along that line.

Railroad officials lined up in favor of the plan. F. S. Davis, of the maritime bureau of the Chamber of Commerce, thought a joint New England railway ticket office should be established in London to draw passengers to this locality instead

of allowing them to go to New York and thence west without seeing New England.

In line with the idea of a metropolitan Boston industrial progress, Louis Kirstein of the Retail Trade Board recommended that Boston advertise its educational advantages to children as an impetus toward bringing industries here. W. J. McDonald, traffic and real estate expert, thought Boston should first campaign to keep its own industries located here before starting to branch out.

Julius Daniels, chairman of the committee on new industries of the Chamber of Commerce, stated that latest figures indicated that recent business recession has been less pronounced here than in other sections of the country, an open invitation for Boston to start a progressive, industrial program. He said Boston offered many excellent opportunities to industry and added that a commission, of the type recommended by the Mayor, would prove highly beneficial at a time when prosperity in Boston was at its height.

AMERICAN 1/23/30

## Our Navy Yard

Not Treated Fairly

**W**RITING to Acting Secretary of the Navy Jahncke in the name of the Massachusetts delegation in Congress, Representative A. Piatt Andrew, of Gloucester, brings to light certain figures regarding employment at the Boston Navy Yard which will surprise and grieve the people of this district even if they bring no action from the Department.

These are some of the figures:

In 1926, the average number of employes was....2937

In 1927, the average number was.....2883

In 1928, the average number was.....2318

"Throughout these 36 months," says Mr. Andrew, "the number fell below 2000 on only four occasions."

And what is the situation today?

*"I want you to observe that under the present administration of the Navy Department the number of employes in the Boston Yard has continually been below 2100 and, more than that, has for the first time in the whole period covered by your tables fallen below 2000. Although your table ends with last November, I am informed that last week the number of civilians actively employed in the Yard declined to 1595, more than 1100 less than the average of the preceding three years."*

It seems to us Representative Andrew has given the Acting Secretary something to explain, particularly in view of the fact that civilian forces of other Yards average as high in number as at any time in the past three years.

Having urged State and local government to undertake extraordinary public improvements, in order that there might be no unemployment problem, Federal authorities might at least find work for tried and capable employes.

## SO. BOSTON BAR DONATES \$300 TO TROY FUND

A subscription of \$300 raised among members of the South Boston Bar Association today was added to the fund for the family of Special Officer James Troy, murdered by a thug whom he attempted to arrest.

Heading the contributions was Judge Edward L. Logan with \$100. The money was turned over to Joseph L. McNamara of the South Boston branch of the Federal National Bank, by Patrick J. Hurley, who collected the bar association fund.

## TWO PAYMENTS TAX WOULD SAVE HUB \$330,000

Curley Urges Plan to Avoid  
Borrowing During No  
Revenue Period

Boston could save more than \$330,000 a year in interest charges if taxes were allowed to be paid in two installments, Thomas H. Bilodeau, special counsel for the city today informed the legislative committee on taxation.

Bilodeau, appearing for Mayor Curley, urged the committee to recommend an investigation of the proposal.

From April to October, the speaker said, there is virtually no money coming in.

"The result is that Boston has to borrow money to pay for expenditures during that period," he said. "Last year interest on borrowed money amounted to \$336,000, and expense that could have been avoided if the two-payment system were in effect."

Rep. Horace T. Cahill of Braintree, in favor of putting the new two-payment system into effect in all municipalities next year, estimated that the cities and towns lost \$2,500,000 last year under the practice of borrowing in anticipation of tax returns.

Cahill argued that the change would benefit many men of limited means who find it difficult now to make the entire tax payment at one time.

In its general outline the plan met with the approval of Tax Commissioner Henry F. Long. He said he felt, however, that the municipalities could affect the savings by advancing the assessment procedure.

Mr. Hurley, who is assistant probation officer at South Boston court house, was an intimate friend of the late patrolman and is one of the most active in raising funds.

Those who wish to help the fund in a direct way may attend the Central Square Theater tonight at 11:30 o'clock when a big benefit show will be held. The entire proceeds from the 15 headliner acts will go toward the fund.

Mayor Curley has consented to be the "first act," but has not revealed what he will do.

Among the contributions arriving by mail today at the office of Joseph L. McNamara, at the South Boston branch of the Federal National Bank, were the following:

AMERICAN 1/23/30

# Let's Go Into a Huddle

By FRANKLIN COLLIER



AMERICAN 1/23/30

## James M. Curley, Jr., to Be Debate Judge

James M. Curley, Jr., son of the mayor, will be one of the judges when the question, "Resolved That the 18th Amendment Should Be Repealed," is debated by the Primo Club of Dorchester and the Viking Club on Feb. 3.

The Primo Club debating team composed of Max Kashinsky, captain, with Israel Sweiz and Ralph Ostravsky will uphold the affirmative.

MONITOR 1/23/30

## TAXATION SYSTEM CHANGES ADVISED

Legislation requiring the payment of taxes on real and personal property on two installments would save Boston more than \$330,000 a year in interest charges. Thomas H. Bildeau, special counsel for the city, told the joint committee on taxation today. He was appearing in behalf of a petition by Mayor James M. Curley of Boston, requesting that the state tax commissioner be directed to investigate the advisability of the change in municipal tax procedure.

The "general proposition" was approved by Henry F. Long, Commissioner of Taxation, but he added that municipalities could accomplish the saving on interest by advancing the assessment procedure.

MONITOR 1/23/30

## CUT COSTS BY CUTTING CURBS, SAYS CURLEY

Granite curbings five inches in width and 16 inches deep and paving blocks five inches wide and three inches in depth were advocated by Mayor James M. Curley in a letter to James H. Sullivan of the Public Works Department, as a means of cutting down the expenses of that department.

Mayor Curley could see little benefit in maintaining the present 7 by 18-inch curbings and 5 by 5-inch paving blocks as experience, he said, had proved that the smaller sized materials would wear satisfactorily.

GLOBE 1/23/30 PM

## MAYOR FOR LIGHTER CURBING AND PAVING

Suggests Standards Used in Boston Be Cut Down

Asks Deland to Seek Amendment of Civil Service Law

Cutting down on the width and depth of granite curbing and a saving of 40 percent in the depth of paving blocks was suggested by Mayor Curley yesterday in a communication to Commissioner James H. Sullivan of the Public Works Department. Mayor Curley recommends the establishment of new standards.

Boston specifications call for granite curbing seven inches wide and 18 inches deep and paving blocks of five inches in depth. The Mayor agrees with the Hoover Commission of

standardization on granite curbing of 6½ inches in width and 16 inches in depth and thinks granite paving blocks three inches in depth with a concrete base if undisturbed would be good for 100 years.

section for you to give serious thought to changing specification of granite block from 5 inches to 3 inches in depth, which, with a concrete base, if undisturbed, should serve for at least 100 years."

### Asks Consideration of Plan

The Mayor's letter follows:

"In my opinion it would be advisable to consider, in connection with your street-paving work, the establishment of new standards with reference to granite curbing and granite paving block.

"The Hoover Commission on standardization report that 50 percent of the granite curbing in use in America today is but 5 inches in width and 16 inches in depth. Personally, I can see no benefit to be derived from the continuance of the present specifications, which require a 7-inch width and an 18-inch depth.

"In connection with granite block paving, you will recall that in 1916 standard blocks were changed from 7 inches in depth to 5 inches in depth, and there has been no occasion that I am aware of to regret such change.

"Some years ago it was necessary to repave School st, and we found on examination that granite paving laid for 38 years had worn but ½ of an inch in that time.

"It might be advisable in this con-

### Would Aid Large Families

Corporation Counsel Frank S. DeLand was asked yesterday by the Mayor to take steps for the amendment of the existing civil service law to provide that in periods of depression the Civil Service Commission be given the right to suspend the law and extend preference in temporary employment to heads of families in accordance with the number of dependants in a family.

The Mayor yesterday conferred with Elliott H. Goodwin, chairman of the commission, seeking suspension of the civil service regulations, to the end that preference be given in temporary employment as laborers to men with more than five children dependent upon them.

Mr Goodwin, while expressing sympathy with Mayor Curley's view, stated that under existing law a suspension of the regulations could not be granted unless approved by the Governor's Council and after approval, did not become operative for a period of 60 days.

The Park Commissioner, accordingly, was notified by the Mayor to make requisition for 50 garden laborers to be employed for a period of 90 days.

### Plan Memorial to Founders

The Art Department of the city of Boston, in accordance with law, has been asked to pass upon the memorial to the founders of Boston, designed by John F. Parainino, sculptor, and Charles A. Coolidge, architect. It is intended to erect the memorial on the Common, facing Beacon st, near Charles st. It will be ready for unveiling on Sept 17, if approved.

The sketches were submitted to the Mayor by the Commission on the Marking of Historical Sites.

## HEARING FOR 10 CITY APPOINTEES

To Be Held by Civil Service Commission

A hearing will be given by the State Civil Service Commission next Monday to 10 appointees of Mayor Curley. The meeting is held for the purpose of conducting interviews with the candidates. Final action will not be taken at that time.

Those appointees who are to appear before the commission are Joseph A. Rourke, Public Works Commissioner; Samuel Silverman, corporation counsel; Peter F. Tague, principal assessor; James E. Maguire, Institutions Commissioner; Mrs Collin W. MacDonald, Election Commissioner; John J. Lydon, Commissioner of Soldiers Relief; Joseph A. Conry, Traffic Commissioner; Eugene C. Hultman, Building Commissioner; Edward F. McLaughlin, Fire Commissioner, and William Spottiswood, Sinking Fund Commissioner.

## BOSTON CHARGES BUILDING UNSAFE

Would Prevent the Use of Beacon-St Structure

A petition has been brought in the Suffolk Superior Court by the City of Boston asking for an injunction to restrain further use of the building at 17 Beacon st on the ground that it is unsafe.

The petition says the building, owned by the McAlleer estate, is being maintained in violation of law in that the front and side walls are cracked, the sills and capstones are broken, the fire escape is in poor condition, the upper floors are deflected about three inches and some of the main timbers are decayed.

The petition asks that the owner be enjoined from conveying the land and from erecting, altering, maintaining, occupying or using the building till it is made to conform to the legal requirements, and that the city, if this is not done or the building is not removed within 30 days of the court order, be authorized to remove the building.

Leo Schwartz, assistant corporation counsel, brought the petition. It is returnable in court next Monday.

## POST 1/23/30 CITY HALL NOTES

Plans for the erection of a \$30,000 granite and bronze memorial to the founders of Boston on the Common opposite 50 Beacon street, were advanced yesterday when Mayor Curley submitted the project to the art commission for approval.

In his communication to Chairman John Harleston Parker, the Mayor stated that the commission on marking historical sites had approved the memorial which was designed by John F. Parainino, sculptor, and Charles A. Coolidge, architect, finding it sufficiently meritorious to justify its being located on the Common.

The City Council committee on jitneys yesterday held up the application of the Elevated for a permit to extend the bus line routes in the South End, pending an agreement between the Elevated officials and the Columbus Avenue Better Business Association.

Representatives of the association and lodging house keepers turned out in force for the hearing yesterday at City Hall and opposed the application of the Elevated for a permit to connect Washington street, Massachusetts avenue, and Copley square with a bus line.

POST 1/23/30

# RAYDIO CARRIES BY POPULAR VOTE

## Harvard Lads Like Rahdio, While Mayor Says That for Democrats Raddio Is Correct

There may be serious trouble over this word "radio" yet, and it might become a major political issue, for yesterday, when the advice of savants, educators, politicians and the plain, ordinary man in the street was sought on what is the proper pronunciation, violent disputes broke out.

### PROFS FOR RAYDIO

The professors were the only group seeming to agree that the word should be spoken "raydio," and not "raddio," as advocated by former Governor Alfred E. Smith and Nathan Haskell Dole, Tolstoi's translator.

Professor Robert E. Rogers of Massachusetts Institute of Technology stated: "It is the people who make the language, not the dictionaries. In the case of any new word, the popular pronunciation is the correct one. The word is popularly pronounced 'raydio,' therefore, 'raydio' is proper."

Professor Thomas R. Mather of Boston University said: "When a word is new, we must accept the majority treatment of it. It is a matter of custom to call the word 'radio' with a long 'a' in it."

Professor George M. Sneath of Boston University said: "Of course it is radio, with a long 'a.'"

Now, on the other hand, as the tattooed man said to his audience, in the august precincts of the Harvard campus the broad "a" is in favor. In fact, the vowel is so flattened out that it no longer resembles a vowel, but rather a cart track winding over the hill.

An undergraduate was approached and asked about the word, "radio," and he said, "Why, it is pronounced rahdio, of course." Another undergraduate, stopped outside of Hollis Hall, said: "It's rah-rah-rah-dio."

### Harvard Is Reticent

There was some misunderstanding, for a whole group of young men gathered to give three short cheers for the team, evidently under the impression that the young man was a cheer leader of something, the majority favoring the latter position.

Harvard University and its English professors declined to be quoted, but a statement with an editorial "we" was permitted.

"We believe," said the corporate John Harvard, "that 'raydio' is the accepted pronunciation. The English language is subject to the accepted pronunciation of educated, cultured people. In this

case, 'raydio' seems to be the accepted form."

Mayor Curley, Democrat, stated that he personally used "raydio," although he is a staunch supporter and an admirer of Governor Smith, but he also believed "raddio" to be the correct thing for a Democrat.

Republicans in the Legislature all stated they believed the word to be pronounced "raydio" and not in the Democratic manner "raddio." The man in the street pronounced it "raddio" if he was a Democrat of the old school and the Republicans favored "raydio."

Several fervent arguments were started over just what is correct. "Raydio" had it by a large plurality.

By asking the man who operates one, who ought to know what is correct, it was ascertained that in the studios of WEEI and WNAC the word, "raydio," has always been used. Indeed, one announcer, whose tenor voice is known and has thrilled listeners in New England, made the gloomy statement that he believed the fact that Governor Smith pronounced the word, "raddio," had something to do with his defeat.

## DOLAN TO ACT AS TREASURER

### Mayor Accepts Brier's Resignation of \$9000 Job

Speculation as to Mayor Curley's appointee for the \$9000 post of city treasurer was revived yesterday at City Hall when he accepted the resignation of Frank L. Brier.

Chairman Edmund L. Dolan of the unpaid sinking funds commission will serve as acting treasurer, beginning next Monday, for Mr. Brier will remain until that time to confer with him relative to the conduct of the office.

Though Chairman Dolan, close personal friend of the Mayor, has stoutly insisted that he would not take a paid post at City Hall, which would force him to neglect his Congress street bond business, it was indicated yesterday that he will serve in the treasurer's office for a month and probably longer.

## BOUNTY ON LARGE FAMILIES

### Mayor Would Give Jobs to Fathers of Five First

Seeking to place a municipal bounty on large families, of which he has always been a strong exponent, Mayor Curley yesterday held his first official conference with Chairman Elliot H. Goodwin, of the State Civil Service Commission, in an effort to suspend the regulations so that employment preference might be given to fathers of five or more children.

### WOULD AMEND LAWS

While expressing sympathy with the Mayor's view, the civil service chairman stated that under existing law a suspension of the regulations requires the approval of the Governor's Council and can become operative only after a period of 60 days.

The Mayor, following the conference, requested Corporation Counsel Deland to take preliminary steps towards amending the civil service laws so that in periods of depression the commission may extend preference to laborers seeking temporary employment in accordance with the number of dependents in their families.

Under the existing regulations, appointments must be made according to the order in which the applicants are enrolled on the civil service list, so the city's requisition for 50 gardener-laborers needed in the park department for the next three months will be filled by the first 50 men on the list who are willing to go to work for \$5 a day.

## THINNER BLOCKS BUT MORE PAVED STREETS

Thinner street surfaces but a lot more of them were demanded yesterday by Mayor Curley in a communication to Public Works Commissioner James H. Sullivan. Finding that the granite paving in School street had been worn down only five-eighths of an inch in 38 years, the Mayor pointed out that three-inch paving blocks should last at least a century.

So the Mayor has requested that the specifications in contracts be amended so that the paving blocks in the future should be but three instead of five inches deep, so that the money saved may be devoted to the repaving of additional streets, putting more men to work.

POST 1/23/30

# DOCTORS ACTING AS LAWYERS

Silverman So Tells  
Law Society at  
Banquet

Samuel L. Silverman, corporation counsel of the city of Boston, last night told the Law Society of Massachusetts that there is growing up a practice of doctors acting virtually as lawyers and settling cases themselves, in some instances, of alleged personal injury arising from automobile accidents.

## PART OF THE RACKET

Addressing the society's monthly dinner at the University Club, he called upon the membership to make an effort to stop doctors from practising law in this State. He told of an attorney who had been sent to one of his relatives by a doctor who had treated him at the scene of an accident, and of the doctor's telling him on the telephone, when he inquired about it, that it was part of the "racket" these days.

Senator Frank Hurley of Holyoke, speaking on the invasion of the field of the lawyer by modern commissions and institutions, launched a savage attack on banks which advertise to act as trustees of estates, declaring that they have combined with various interests to conspire to deprive the lawyer of opportunity to earn his living.

Harry E. Burroughs, founder of the Harry E. Burroughs Newsboys' Foundation, told of the work of that organization on the "child who has, through necessity, to go out and earn a living in the grown-up world," and, when he concluded, Corporation Counsel Silverman invited him to send a boy to his office and he would let him preside over it for a day, and would be glad to conduct other boys to other city departments, where they might learn some practical things of city government.

## Takes Shot at Judges

Silverman politely scored a tendency of some judges, a few of whom were present as guests of honor, to show disrespect for lawyers in their courts, and thereby encourage a disrespect for law in the minds of spectators and juries. He said some judges have fallen into a habit of "tossing lawyers around," and "showing them up."

He also said that one of the first things he would do in his new office of corporation counsel for the city would be to work for the elimination of the lawyers who encourage fake claims against the city and against insurance companies. There are a handful who take advantage of the situation, to the

detriment of the rest of the legal profession, he said.

William Black, Boston attorney, hit at the new idea of trying to settle everything by commissions which would rob the citizen of his constitutional right to trial by jury.

Judges Frederick W. Fosdick and Charles H. Donahue of the Superior Court made short addresses, as did Judge William M. Prest of the Suffolk Probate Court. Other guests of the society included Judge Harold P. Williams of the Superior Court and Judge Elbridge G. Davis of the First District Court of Middlesex County. All of them were made honorary members of the Law Society of Massachusetts at the conclusion of the dinner.

# BUILDING NOT SAFE IS CLAIM

City Seeks to Prevent Use  
by Legal Move

The city of Boston in a petition filed in the Suffolk Superior Court late yesterday seeks to enjoin the McAleer estate from further using or occupying the building at 17 Beacon street, adjacent to the Hotel Bellevue, on the ground that the structure is unsafe and dangerous.

The court is also asked to enjoin the sale of the land and to restrain the owner, also, from erecting, maintaining or occupying the building until it is made to conform to the requirements of the statutes, and that the city be authorized, if these repairs are not made or the building removed within 30 days of any court order to that effect, to remove the building itself.

The case comes before the court on Jan. 27.

# REPORT SOON ON MEMORIAL

Island in Charles to Be  
Recommended

Governor Allen, within the next 10 days, will receive the report of the World War Memorial Commission recommending the erection of a memorial to heroes of all wars on a five-acre island to be made in the Charles River basin just below Harvard bridge.

Yesterday at a meeting at the State House the members of the commission signed the report, which had been previously agreed to, calling for the memorial to be erected in the basin.

The report also will contain the recommendation that a second and smaller memorial, perhaps in the form of a beacon, be placed on the summit of Mt. Greylock in the Berkshires. This memorial would cost in the vicinity of \$100,000.

# LATIN AND MEMORIAL HOLD LEAD

Both Get Away to  
Fine Starts in Meets  
at Armory

Latin led Hyde Park, 76 to 56, and Memorial led Charlestown, 82 to 54, in the track events of their dual meets held yesterday at the East Armory. The Latin-Hyde Park meet will be concluded with the field events tomorrow, while Memorial and Charlestown will hold some more events today and finish up tomorrow.

## CURLEY OUT FRONT

The Mayor's son, Paul Curley, wearing the Latin colors, was in one of the feature races of the afternoon, the senior 300, in which he led all the way. At the flash of the gun, on the final lap Gray, of Hyde Park, stepped up to offer a sensational sprint. Try as he might he couldn't pass young Curley who put everything he had in his running. The pair flew around shoulder to shoulder and crossed the finish line all even with nothing to choose between them.

Another Latin boy, Marvin, gave an excellent performance in the senior 600 and was able to hold off Durst of Hyde Park. He was timed around 1:23 seconds. Latin won all the hurdle races and Hyde Park won two of the three dashes.

In the other meet Boozie, the Memorial 1000-yarder, showed real class in his event and beat his teammate, Allen. One of the best races was between Chellonham, of Memorial, and O'Neill, of Charlestown, in the senior 300. The Memorial boy had fine reserve and tore down the home stretch to win by nearly five yards.

The summaries:

### SENIOR

50-yard dash—Won by Weiner, L.; sec. 2nd, Phillips, H. P.; third, Owen, L.; fourth Grant, H. P.

50-yard hurdles—Won by Lichtenstein, L.; sec. 2nd, McDonough, H. P.; third, Parfumose, H. P.; fourth, Katze, L.

300-yard dash—The for first between Curley, L., and Gray, H. P.; third, Kerwin, L.; fourth, Eran, L.

600-yard run—Won by Marvin, L.; sec. 2nd, Durst, H. P.; third, Titus, L.; fourth Donlan, H. P.

1000-yard run—Won by Malone, L.; sec. 2nd, Lawler, L.; third, Briggan, L.; fourth Porges, H. P.

# CURLEY URGES BOSTON AND NEW ENGLAND TO 'FIGHT TOGETHER'

## MUST UNITE IN BUSINESS CAMPAIGN

**Mayor Says That Joint Action  
Alone Can Win Success  
Against All Competitors**

Boston and New England industries must wage battle together instead of separately if they wish to compete against the south and west—or even against Europe.

Mayor Curley made this declaration today in his office to 40 business men of the Hub with whom he conferred relative to the creation of a Boston commercial, industrial and publicity bureau.

The projected bureau was endorsed heartily by the business men and they promised the Mayor full co-operation.

At conclusion of the meeting, the Mayor said it was far more successful than he had expected and that he hoped "something will be done immediately to put Boston on the map where she belongs."

### PLAN COMMITTEE.

He said he will shortly appoint three members of the new bureau, one to be a director of publicity, another a director of commerce and the third a director of industrial activities.

Then he will ask each railroad and steamship company, the Chamber of Commerce and the Boston Real Estate Exchange to appoint one member each, making up a bureau of not more than 15 members.

At the meeting Mayor Curley and several other speakers commented on his plan for a Greater Boston. In this connection the mayor distributed copies of the Boston Evening American editorial of Tuesday and said that it explained his attitude and ideas thoroughly.

"We in Boston," said the mayor, "have been exceedingly backward in meeting a situation the seriousness of which is not realized by many persons.

"While the West has been organizing with its farm blocs and obtaining federal aid and relief, and the South has been coming forward by leaps and bounds, we in Boston have been standing still.

"At a time when we were stronger than the rest of the coun-

try politically, at a time when the President of the country came from this section, as well as the speaker of the House, we were standing still.

### TEXTILE MILLS GONE

"We have witnessed the transfer of the textile industry from Massachusetts to another section of the country. At present we are in the same condition of flux relative to boots and shoes.

"If we had a Greater Boston and were on our toes, with a borough system similar to the London County Council, we might have secured more concerted action from our representatives in Congress."

The mayor spoke of Lowell, Lawrence, Holyoke and Fitchburg and said that while their area was most powerful politically in Washington, those communities were going backward.

"There should be somebody in Washington now representing New England to do something about the boot and shoe industry," he said. "That business is slipping in this section because of the invasion of our markets by shoes from Czechoslovakia and Switzerland on which there is no tariff.

"The trouble here has been that each industry has made a separate fight, instead of all making a concerted fight. I would like to see something done. We are not at a standstill. We are slipping backward and I would like to see the city go ahead."

### BEST AIRPORT IN WORLD.

The mayor declared that he intends to spend \$1,000,000 this year on the Boston airport, if the government will give the city use and control of Governors Island.

In this event, 3500 acres of land will be reclaimed from mud flats and the airport and Governors Island connected by the filled-in land.

"I believe it is possible," he said, "within the next two years to make the Boston airport the best in the entire United States, if not in the world. As a passenger port alone it is of questionable value. I believe it ought to be linked up with industry."

Other speakers included John T. Scully of the Massachusetts Real Estate Exchange, Julius Daniels and Frank S. Davis of the Chamber of Commerce, T. Frank Joyce of the Boston & Maine Railroad, S. F. Baldwin of the New Haven, Louis Kirstein of the Boston Retail Trade Board, T. P. King of King Terminals, W. J. McDonald, realtor, President Mason of the Boston Real Estate Exchange and Wilard Welch, realtor.

TRANSCRIPT 1/23/30

Foss Admires

## Growth System in Los Angeles

**Declares Bay State Should Copy Methods of Development in Western City**

Los Angeles, Jan. 23.—The progressive and growing cities of the Pacific Coast are the envy of the older metropolitan cities of the Eastern States, according to Eugene M. Foss, former governor of Massachusetts, who was a Los Angeles visitor; and, in his belief, the growth of Los Angeles has been accomplished by methods that would serve equally well on the Atlantic Coast.

"Even now," he said, "there is a movement for a Greater Boston with the annexation of the cities within a radius of ten miles around under a borough system of government. The advantages of a centralized municipal government for this area, which holds approximately 2,000,000 inhabitants, with well regulated metropolitan police, water and fire departments are clear, but on the other hand each of the communities is naturally proud of its individual history and name and the citizens are loathe to lose their identity by annexation to a Greater Boston.

"What we need there is a little of this wonderful Western progressive spirit I see so much of here. I was in Los Angeles thirty-seven years ago and it is a real inspiration to think that in so short a space of time a city of 1,500,000 people has grown here."

Although Mr. Foss has not been in public office since 1913 he has maintained an active interest in political affairs of his State and is outspoken on national problems. He achieved fame as an independent political leader when he bolted the Republican party and held office in Massachusetts as a Democrat.

"I am a dry Democrat," he said, "and if we could have had a dry leader in the presidential election I think the Democrats would now be in the lead."

"But never mind, the Republicans are headed straight for the rocks with their high tariff bill. Here we are a creditor nation, with other countries owing us \$30,000,000,000 and the only way they will ever pay us is by allowing them to ship us merchandise."

"And that will not mean ruin for our own factories for we can build a tariff on a reciprocal basis that will take up the slack. This country needs uniform labor laws and when we have them we will not have the constant strikes in competing districts, as for instance in the New England and Southern textile centers."

Mr. Foss left Los Angeles for Carmel-by-the-Sea to visit his daughter and son-in-law, Mr. and Mrs. George Gordon Moore, who recently purchased a 34,000-acre ranch in Monterey county.

N.Y. WORLD 1/23/30

**FROM SENATOR HEFLIN**

To the Editor of The World:

The World reproduced an excerpt from a speech that I made in the Senate in 1928 on Jefferson's birthday, but it failed utterly to get the point that I made. The point is that the Catholics bolted Wilson in 1916 because he would not go to war with Mexico, as they wanted him to do; that they also bolted the Democratic nominee in 1920 and again in 1924. I took the position that when they bolted the Democratic national ticket three times in succession and supported the Republican candidate for President three times in succession they had shown by their affiliation with another political party not in one but in three successive Presidential elections that they were not entitled to participate as Democrats in a Democratic primary in 1928. They had not merely stepped over the party traces in one Presidential election, with an unbroken record of party loyalty behind them, as was the case with Alabama Democrats, but had voted the Republican ticket for President right straight along in 1916, 1920 and 1924, and there is no doubt on earth that if Smith had not been nominated in 1928 they would have bolted again.

The truth is the leaders of the secret Catholic Party held up the Democratic Party and demanded that it nominate a Catholic for President and

with the delegates they got in the Republican States of the East succeeded in having it done. It will be remembered that Jimmie Walker, the Catholic Mayor of New York City, said at Houston that if Smith was not nominated it would tear the Democratic Party to pieces, and ex-Congressman Jim Curley, now Catholic Mayor of Boston, said that if Smith was not nominated they would form a Catholic Party, meaning, of course, that they would come out in the open and let it be known that there is a Catholic Party in the United States, just as there is a Catholic Party, secret or otherwise, in nearly all of the countries in the Old World. It will also be remembered that Senator Bruce of Maryland, a wet Al Smith supporter, said in the Senate prior to the convention at Houston that if a wet candidate was not nominated there would be a third candidate for President in the field. The threat was made in Catholic papers that if Smith was not nominated the Catholics would bolt.

Should Alabama Democrats be denied their rights, discriminated against and punished because they did not vote for a candidate who bolted the Democratic national platform and appointed a Republican Chairman of the Democratic National Committee, and whose followers announced in advance that if he was not nominated they were going to bolt the national Democratic ticket again, just as they had done in 1916, 1920 and 1924?

J. THOS. HEFLIN.  
Washington, D. C., Jan. 21.

Post 1/24/30

# SEES 'BIG BOSTON' WITHIN THE YEAR

## Mayor Curley Tells Real Estate Men Communities Within 15 Miles Will Come In

Speaking at the "Boost Boston Banquet" of the Massachusetts Real Estate Exchange, which was given in his honor last night at the Hotel Statler, Mayor Curley predicted that the residents of the area within 15 miles of the State House would approve the proposed creation of a metropolitan city, probably in 11 months.

### CITY HALL "VACATION" OVER

It was the Mayor's first night appearance at a public function since his inauguration. And he explained to the 500 men and women, who enthusiastically acclaimed his arrival, his reasons for declining the hundreds of invitations which have come to him to speak,

He had been forced to pass up banquets and other meetings, he explained, because of "extreme lingering illness at home and because of the exactions of the Mayor's official position, when those in charge for a period of four years have been enjoying a vacation at City Hall. It is extremely difficult," confessed the Mayor, "to make them realize once more that they have got to get down to work."

In the presence of the chief executives of neighboring communities, the Mayor scoffed at the arguments which seek to obstruct the organization of a greater city. Referring to the removal of home rule by the State and Metropolitan District Commission, the Mayor warned, "We have waived most of our power now. And it is only a matter of a short time when the Mayors and selectmen will have nothing but titles, devoid of authority."

### Urge Concerted Action

He declared that it will take the committee of experts, headed by Dr. Joseph H. Beale, Harvard law professor, about six months to draw up a skeleton programme for the proposed Metropolitan city, and five months more to fortify the public mind in its favor, "so that I am confident that the programme, through the sheer logic of its presentation, will meet with the approval of the citizenship of the communities which will soon comprise Metropolitan Boston."

The Mayor stressed the importance of concerted action on the part of the 40 cities and towns, so that Boston may speak with the voice of authority of 2,000,000 people in protecting its industries and inviting others.

He pointed to the growth of Philadel-

phia through consolidation with adjoining communities, and referred to full page advertisements in which Philadelphia appealed to New England industries to locate there.

### Boston Kept Back

"There is the value of advertising," said the Mayor. "Philadelphia, though 40 miles from the Atlantic Ocean, grows, while Boston, on the coast with the best harbor in the world, saving three days on a round trip voyage to Europe, slips backward into ninth place. Baltimore passed us last night."

Referring to the Metropolitan District Commission system of "taxation without representation," the Mayor explained that Boston is forced to pay 52 per cent of the cost of the police patrol on the Fellsway and other parkways. Boston's improvements have been made for the benefit of the surrounding communities.

"The East Boston traffic tunnel, costing from \$22,000,000 to \$25,000,000 before it is finished, will be built by Boston, not for itself, but for the cities and towns to the north," said the Mayor, for the first time publicly stating that the \$16,000,000 authorized by law would be insufficient to build the tunnel, on the basis of past legislative estimates.

"Somerville," he said, "is a splendid bedchamber for Boston. It has practically no industries and 70 per cent of its residents earn their living in Boston. Yet they have nothing to say at the polls here."

### Boston Paying for Outsiders

"Cambridge, with one-third of its area occupied by non-taxable educational institutions, will soon have a tax rate so high as to drive out homeowners and industrial leaders," the Mayor said.

"Quincy has the Fore River shipyards. If they closed, where would Quincy be?" asked the Mayor, pointing out that Boston has just built a \$12,500,000 rapid transit system through Dorchester for the benefit of Milton, Quincy and points south.

"New England's textile, shoe and other industries," charged the Mayor, "have been strangled and destroyed in the house of its friends," referring to passage of industry to the South while representatives of New England held important posts at Washington.

The reason for the stripping of New England, he said, was the lack of a voice of authority, a concentrated movement to stop the pillage. With the 40 cities and towns united, he said, pressure could be exerted to protect this section of the country.

"Our cities and towns," said the Mayor, "must get away from the spirit of individualism, we must cut away from this spirit of selfishness; we must work together for the common good. We may think foolishly that we are sailing on the Leviathan. But we are actually in a mite of a leaky boat, just like a sieve, and unless we all row together, we will sink together."

Together, he said, the cities and towns must offer inducements to other industries to come here. He announced his intention of reorganizing the commercial, industrial and publicity bureau to boost Boston.

### Plans For East Boston

He plans to build of concrete and steel a tremendous industrial area near the East Boston airport, where steamship, railroad and air transportation will be linked, provided that the business leaders will back the movement.

"We will not try to make a huge profit on this land which I propose to reclaim between East Boston and Governor's Island," said the Mayor. "We will lease it to industrial plants for the mere cost of the charges. Our return will come when they establish their plants, giving the city millions of dollars in taxes and more important, putting hundreds of thousands of our people to work so that they may enjoy peace and happiness in their homes."

The Mayor told how he had chased the late E. M. Statler to Florida and California and built a park to force the hotel magnate to erect a building here. He explained how he had aided the waiving of the building law to permit the construction of a 155-foot-high building here, resulting in the opening of the Ritz.

### Plans at North Station

These, he said, are the duties of a progressive city government. To aid in the development of the North Station area and the new Manger hotel now under construction next to the Boston Garden the Mayor said that in a few days he will sign an order for the expenditure of \$1,000,000 to widen Charles street, connecting with the widened Nashua street leading up to the doors of the new hotel.

The Mayor was given an ovation by the real estate men from every section of the State as he concluded his address, and immediately left to return home to Mrs. Curley, who is still seriously ill. As a tribute to her from the Massachusetts Real Estate Exchange, President George D. Kimball presented the Mayor with a beautiful bouquet of roses to carry to her bedside at Jamaica way.

### Professor Beale's Views

Previous to the Mayor's address, Professor Beale, who was recently elected by the Greater Boston experts to serve as chairman of the committee charged with the duty of drawing up a comprehensive plan, outlined the complexities of his new job.

He urged the six or seven mayors at the head table to avoid any feeling of uneasiness as he unfolded his subject. "They can feel very easy till they go out of office," said Professor Beale, "for I doubt if anything new will happen for a while."

The professor declared that the greater city idea was as old as the Puritans, but "the more we discuss it, the nearer we arrive to the solution of its problems." It was pointed out by those who compared his views with those of the Mayor, that a number of the mayors in the Metropolitan district were elected for terms that extend beyond next January.

Professor Beale warned that while Boston is theoretically a city of 2,000,000 people, it boasts of only 700,000,

*contd Post 1/24/30*

*RECORD 1/24/30*

"like a millionaire claiming that he is poor. But let me tell you, gentlemen," said the professor, "that America today adds nothing to a man's or a city's estimate of its own importance."

He declared that the people from Salem to Brockton look to Boston as the place where they earn their living, and yet they have no voice in its government. "They ought to feel their responsibility, and wish that they were authorized to have a say."

Among the chief executives who attended the Boost Boston banquet were: Mayors Patrick J. Duane of Waltham, Thomas J. McGrath of Quincy, John J. Murphy of Somerville, Michael C. O'Neill of Everett and Richard M. Russell of Cambridge. Mayor Andrew A. Cassassa of Revere sent a telegram, informing the exchange that he was with the organization in its determination to boost Boston.

*GLOBE 1/24/30 AM*

## LAUNCH \$1,500,000 HOSPITAL CAMPAIGN

700 at Banquet to Work  
for New Medical Center

To Train Family Doctors at Tufts,  
Floating Hospital and Dispensary

"I think you are the handsomest gathering I ever was in," said Bishop William Lawrence, last evening at the Copley-Plaza, standing on a dais and looking out at 700 prosperous men and women of Greater Boston, people of leisure, of the professions, or bankers and merchants, who after a good dinner launched a three weeks' campaign to raise \$1,500,000 to build a New England Medical Center in Boston.

There were old and young of both sexes, practically all pledged to begin today to reason those with money to spare into giving for the fund as a duty, in the interest of a healthier and better New England.

Gov Frank G. Allen, chairman of the advisory committee, sat at the right of Ex-Gov Channing H. Cox, general chairman of the fund, presiding.

### One-Third Already Raised

As substantial encouragement to the army of workers for the fund present Ex-Gov Cox announced that about one-third the total amount to be raised has already been subscribed before the launching of the campaign.

There were two anonymous donations of \$50,000 each and two more of \$25,000 each, while \$200,000 came from the Jackson Trust for the purpose of building on land equivalent of the burned Boston Floating Hospital, which is to be a part of the proposed medical center, adjacent to Boston Dispensary.

Further subscriptions amounting to \$56,000 came from the committee of Tufts Medical School alumni. Each of the 25 men and 25 women members of the executive committee has made a donation, it was stated.

## More Than Five

As a practical means to provide work for persons who need it the most, how about Mayor Curley's effort to have the civil service rules suspended so that preference may be given to men who have more than five children? The city's park department is putting on a batch of laborers. The mayor desired that the big-family men on the civil service list get first chance at these jobs and asked that the rules be suspended to this end.

Chairman Elliott H. Goodwin of the Civil Service Commission pointed out that sanction of the Governor's Council is legally necessary to such suspension. Furthermore, if such sanction should be obtained, it could not go into effect for sixty days.

The mayor then set Corporation Counsel Frank S. Deland on the trail of some way to amend the law so that, in times of depression, the workmen with large families may have preference. The idea is good. It is to be hoped that the city's legal department will be able to offer a path through the present restrictions.

*GLOBE 1/24/30 AM*

## MAN OF PHILADELPHIA FOR ORATOR ON MARCH 16

Mayor Curley held a conference yesterday afternoon with a delegation of representatives of the South Boston Citizens' Association relative to the coming Evacuation Day celebration on the 17th of March, and at the same time the Mayor approved the selection by the association of Edward C. Carroll of Michael Perkins Post, American Legion, as chief marshal of the parade.

Mayor Curley agreed to revive the former custom of tendering the chief marshal and his staff a breakfast at one of the hotels. This custom was discontinued four years ago. It was also decided to invite Hon Michael Ryan, former city clerk of Philadelphia, to be the orator at the patriotic exercises to be held in this city on Sunday night, March 16. The South Boston association will request Congressman John W. McCormack of South Boston to confer with Army and Navy officials as regards the assigning of a warship and representatives of both the Army and the Navy here for the celebration on March 16 and 17.

*HERALD 1/24/30*

## RAILROADS PLEDGED

Will Give Curley Every Aid in Move  
to Boom Business

Mayor Curley launched a movement yesterday to help business in metropolitan Boston. With the co-operation of the New Haven, Boston & Albany and Boston & Maine railroads and with the support of real estate exchanges, lines, and industrialists, the mayor will endeavor to develop a program.

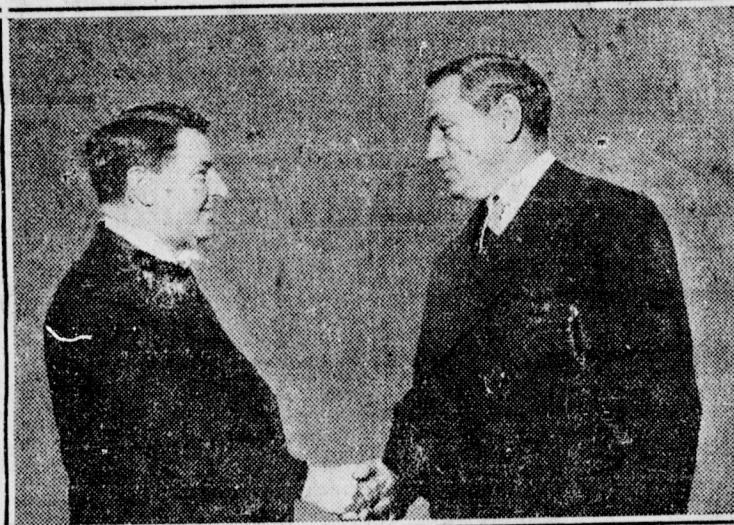
He will re-establish the commercial, industrial and publicity bureau and appoint a head for each of the three branches, and with guarantees of whole-hearted aid of these organizations, each of which will delegate a representative to act with the municipal officials, he is hopeful a great measure of success will be accomplished.

About 40 representatives of railroads, commercial and industrial organizations expressed accord with the mayor's program at a conference yesterday.

GLOBE 1/24/30 AM.

# PARLIAMENT FOR PALESTINE DECLARED NOT FEASIBLE NOW

Maj Hopkin, M. P., Speaks at Roxbury Zionist Meeting—Guest of Mayor, Governor and Legislature Earlier—Talks on Radio



MAYOR CURLEY (AT RIGHT) GREETING MAJ DANIEL HOPKIN

Speaking last evening at a mass meeting at the Temple Mishkan Tefila Auditorium, Roxbury, Maj Daniel Hopkin, Labor member of the British Parliament, declared that the idea of a parliament for Palestine was not feasible at present. He said that the plan proposed for a limited parliament would not be acceptable to the great mass of the population and might prove unfair to the "magnificent venture" of the Jewish people in the land of their fathers.

Maj Hopkin was the guest all day yesterday of the Boston Zionist district committee. He arrived in Boston on an early-morning train and was immediately taken in charge by the committee. He was received at City Hall at 10 o'clock by Mayor Curley, who expressed a keen interest in the major's Zionist mission in America. The Mayor appointed Maj Harding, street commissioner of the city of Boston, as the official escort on a sightseeing trip.

At 12:15 Major Hopkin was received by Gov Allen at the State House and after a very friendly chat was the recipient of a gold emblem of the Commonwealth of Massachusetts.

At 1 o'clock Maj Hopkin was the guest at luncheon tendered him by Dr Arthur Holcombe, professor of government at Harvard, and members of his department.

Maj Hopkin was the guest of the Massachusetts House of Representatives and also spoke over the radio as part of a busy day.

## Two Parliament Proposals

The topic of Maj Hopkin's address at the Temple Mishkan Tefila auditorium last night was "What Palestine Means to the Jew."

"Since the events of last August," said the speaker, "many schemes have been put forward to regulate the relationship of Jew and Arab in Palestine. Many of them have had a perfectly innocent appearance, but most of them, on close examination, revealed their true purpose of sidetracking the policy of the Balfour Declaration.

"The latest plan is to set up a Parliament in Palestine on the basis of population, that is, in the proportion of six non-Jews to one Jew. This idea has taken on two forms: (1) a free Parliament, limited in power by having three reserved subjects; and (2) a free, unfettered Parliament with full powers.

"The first plan has been advanced by a distinguished Jewish scholar and, therefore, is entitled to respect and more than ordinary careful examination.

"To get peace, he proposes to set up a legislative assembly together with a democratic political regime, so carefully planned and worked out that immigration, settlement of the land and Hebrew life and culture could not be infringed.

"Two Houses would be set up; a lower with an enormous Arab majority, and the upper upon a basis of equality, representing Arabs, Jews and British.

"The short answer to this plan is that it cannot be carried out; it is impractical and quite unworkable—and this for three reasons:

"The majority of Jews could not be expected to acquiesce in this scheme,

The colonists to a man would reject it. Are these brave men and women who have risked their lives, who have given their all, who have built so well and truly, who are the very foundation of the superstructure of Jewish culture in Palestine—are these not to be consulted? Surely Dr Magnes would not dream of urging the British Government to adopt his policy without the very strong backing of the colonists. And no one knows better than Dr Magnes that he would not get this backing.

## "Arabs Would Not Touch It"

"The second, sound, practical reason—however good or bad the scheme may be—is that the Arabs would not touch it. I had the advantage of an interview with His Eminence, the Grand Mufti in Jerusalem. His Eminence was most emphatic in his demand for the withdrawal of the Balfour Declaration and the establishment of a free Parliament on the basis of population.

"The Christian Arab delegation of very intelligent professional men made it quite clear that they could not accept any kind of assembly which did not have full sovereign powers. In my opinion this idea of a Parliament, shorn of real powers, with its three reserved points, can quite definitely be ruled out because the Arabs have no interest whatsoever in discussing anything else than these reserved points.

"Even under the 'safeguards' Dr Magnes would, I believe, agree that after three months not a single Jew would be left in the official service.

"With a completely free Parliament, with no reserved points, back Palestine would go to its prewar position.

"The first thing that must be done is to establish law and order. The Home Government must declare its policy once more, and then local government can start from the beginning; they cannot run before they walk. Municipal government can be made the training ground. Commissions of Jews, Arabs and British can be set up for special work, with powers to report, until finally, with mutual respect and mutual confidence, a real Palestinian Government will be set up with powers and with justice firmly enthroned.

"I have Dr Weismann's authority for saying that the Jews are ready to cooperate with the Arabs culturally, economically and politically, but that they stand firm on the policy of the mandate, and within the terms of such policy they will go almost at any length to meet their Arab neighbors."

During the meeting last evening a resolution on the late Judge David A. Lourie was presented in which the Zionists of Boston express their profound sorrow at his death and asking that his name be inscribed in the Golden Book of the Jewish National Fund.

## Talks Over Radio

In speaking to his unseen audience, yesterday afternoon, over the radio Maj Hopkin referred to some of the major problems that affect the British people today. He referred to the British Mandate of Palestine as an ideal and humanitarian enterprise undertaken by the British people in the name of the League of Nations and humanity.

He further stated that "as result of the last war we have to our credit one distinct piece of constructive idealism and that is the upbuilding of Palestine as the Jewish National Homeland. This is one measure of justice which we can and must accord to an ancient oppressed people, we must give the Jews a land where they can develop their own genius."

GRDCE 1/24/30

## CURLEY AGAIN BOOMS BIGGER BOSTON PLAN

Renews Plea for London  
Borough System

### Suburban Mayors Attend Real Estate Exchange Dinner

Declaring that Boston had almost reached the end of its possibilities in growth of population, its gain in a recent period being only 32.5 percent in comparison with 20 to 45 percent in the surrounding cities and towns, Mayor Curley last night declared the prosperity of both the suburbs and Boston depended on the Greater Boston project.

The Mayor's speech was delivered at a dinner given in his honor at the Hotel Statler by the Massachusetts Real Estate Exchange. About 400 were present, including Mayor Richard M. Russell of Cambridge, Mayor Patrick J. Duane of Waltham, Mayor Thomas J. McGrath of Quincy and Mayor Michael C. O'Neill of Everett.

Prof Joseph H. Beale of the Harvard Law School, who spoke on "Greater Boston," declared it was impossible for the cities within 20 miles of Boston to ignore Boston's problems.

He favored dissolving Boston into individual boroughs so it could be federated with surrounding cities, according to the London system, rather than annexing the suburbs, according to the Philadelphia and Chicago systems.

Elbridge R. Anderson, the toastmaster, said that Boston was now in ninth place among the large cities of the country, having been recently passed by Baltimore. He called for support of the Greater Boston project.

Mayor Curley said it would take at least six months to draft the proposed Greater Boston project and at least five months to prepare the public for its acceptance. He was sure it would be accepted by the logic of the survey's conclusions.

The Mayor declared Boston was at crossroads and that failure to adopt the Greater Boston project would mean a slipping backward for Boston and its suburbs.

He told how Boston had the best seaport on the Atlantic Coast and how it was three days nearer Europe than Philadelphia.

He attributed Boston's diminishing gain in population to the high price of land and the more attractive land of the suburbs.

Post 1/24/30

## HELPING MAYOR BOOM BOSTON

### Business Men Endorse Plan for Survey

A conference of 40 representatives of the business interests of the city yesterday endorsed Mayor Curley's plan for the creation of a commercial, industrial and publicity bureau to make a survey of the resources of the Metropolitan area for the purpose of booming Boston. Eager to co-operate, members of the conference suggested the raising of a \$1,000,000 fund through contributions to induce new industries to come here and to assist them after they come. But the Mayor warned that it would endanger the success of the proposal to talk of contributions at the beginning. He estimated that \$50,000 would be sufficient to make a survey and prepared to establish the municipal bureau, with three directors, one for publicity, another for industry and a third for commerce working in co-operation with a

committee of from 350 to 500 representative business heads.

Following the survey, he would call a town meeting of all interested business men, to consider the plans to be drawn up by the committee. He stressed the necessity of co-operative action on the part of the nearby cities and towns, declaring that Lowell, Lawrence, Lynn, Brockton and others would have gained much had they made a united fight instead of separate fights at Washington and in the field of business.

He declared that Boston had been passed last week by Baltimore and that the city had slipped back into ninth place instead of going forward. He scoffed at Congress restricting immigration and then opening the floodgates for prison and sweatshop products from Europe. There was no reason why Brockton and Lynn should ship their products through the port of New York, with Boston a day's time nearer Europe.

## \$1,000,000 TO AID AIRPORT

### Mayor Explains His Own Improvement Plans

## MAKING PLANS FOR MARCH 17

### Carroll to Be Marshal and Ryan of Phila., Orator

Plans for the municipal celebration of Evacuation Day, March 17, were agreed upon yesterday by Mayor Curley and the South Boston Citizens' Association at a City Hall conference, during which the appointment of Edward C. Carroll of the Michael J. Perkins Post of the American Legion as chief marshal of the parade was confirmed.

The Mayor promised to revive the customary holiday breakfast for the chief marshal and his staff, which was discontinued during the past four years, and he agreed to make every effort to break ground for the new L street bathhouse and Columbus Park improvements, at a cost of \$750,000, as a part of the day's programme.

The Mayor also approved the selection of former City Clerk Michael Ryan of Philadelphia to deliver the oration at the historical exercises, which will be held on the eve of the holiday at a South Boston theatre.

Seeking to put on a big celebration in special observance of the Tercentenary, the committee requested Congressman John W. McCormack of South Boston, with the support of the Bay State delegation in Congress, to secure the participation of the army and navy in the Evacuation Day festivities.

A million dollars are to be spent in improving conditions at the Boston Municipal Airport this year, Mayor Curley stated yesterday, and he hopes to see realization within two years of his plan to develop on a huge commercial scale, the present field in East Boston and the area as a whole by filling in between Governor's Island and by deepening channels on both sides of the airport, making the airport the best in the country if not in the whole world.

Mayor Curley gave it as his opinion that the East Boston airport will never be a success purely as a passenger depot.

The erection of a large steel and concrete assembly plant at municipal expense for industrial use, he thought, should be suitable for a shipping point for manufacturers to receive and prepare for export motor cars, harvesting machinery, and other materials of like nature which can be handled in a building of not more than two stories in height. Rental charged would be only sufficient to amortize the cost of the structure to the city and to allow the port to compete with others on a fair basis.

*HERALD 1/24/30*

## INDUSTRIAL BOSTON

The important thing at the conference yesterday in the office of Mayor Curley was the agreement that something aggressive and definite must be done in behalf of the general industrial and commercial development of Greater Boston. No vote was taken. No money was pledged. No plans were adopted. But the sixty men present distinctly assured the Mayor that they would back him in his efforts to obtain unity of action in behalf of the Boston that ought to be. Mr. Curley intimated his willingness to eliminate himself entirely from any enterprise that might be undertaken, provided only that it be a genuine forward movement. In his remarks he stressed always economic conditions. He referred to his aspirations for a Greater Boston, but insisted that not only was some sort of political entity wanted, but that an economic entity must be worked out. He wants no politics in any bureau that may be established or in any committee that may be organized.

This is the proper approach to the metropolitan project. The industrial and general business interests of this community are really one, but we do not operate as one. We need to have brought home to the whole population of the metropolitan district, and to the cities that lie outside the bounds, the indisputable fact that these forty or more communities do in fact constitute a single economic entity.

Toledo, Philadelphia and St. Louis have done what Boston ought to be doing. It was surprising to many of those present yesterday to learn that the city under the law can appropriate money for almost any purpose except to promote commerce and industry. The Mayor has a bill pending on the Hill to correct the situation.

It was a business conference. The Greater Boston idea was mentioned from time to time, but the one tangible proposal was that of the Mayor, elaborated by various speakers, for a non-political bureau to explain the real Boston and to promote its business welfare. A representative committee of medium size was suggested, but the hard work would be done by a small nucleus as an executive body, employing the best experts to be had in and outside of Boston, the cost to be met in part by the city and in part by private subscriptions. As one speaker said, a small group of devoted men must always do the hard work in such cases. It was one man who invested his life in obtaining the Greater New York of today. Said the Mayor: "We must get collective; we have been individual too long. If we obtain a Greater Boston it must be something more than a shell; it must have substance, and this is what industry and commerce must supply."

## SPANISH WAR CHIEF TO BE CURLEY'S GUEST

Gov. Fred W. Green of Michigan, commander-in-chief of the United Spanish War Veterans, will be the guest of Mayor Curley at a luncheon to be tendered him Feb. 14. Gov. Green has accepted an invitation to be the principal speaker at the exercises to be held by the Spanish War Veterans on that day in commemoration of the sinking of the battleship Maine.

# MAYOR PREDICTS PLAN'S SUCCESS

Foresees Adoption of His  
Proposal for Metro-  
politan Boston

## REAL ESTATE MEN HEAR HIS ADDRESS

Speaking at a banquet given in his honor at the Hotel Statler last night by the Massachusetts Real Estate Exchange, Mayor James M. Curley predicted that when the "skeleton program" of a Metropolitan Boston has been worked out by his committee of experts it will receive the support of the citizens of the cities and towns within the territory embraced by the plan.

He stated it as his belief that it would require at least six months for the committee to prepare a skeleton program and at least another five months to prepare the public for its acceptance.

"I am confident," he said, "that when that skeleton program is given us it will by the logic of its presentation receive the endorsement of the men and women making up the citizenry of the cities and towns which it is proposed to include in Metropolitan Boston."

Mayor Curley was given a warm reception by the members of the exchange and their guests, some 500 of whom were present. His exposition of his plan for a Metropolitan Boston won him frequent applause.

The exchange, it was said by the president, George D. Timball, has always given its backing to proposals for a Greater Boston.

Mayor Curley criticised the lack of civic endeavor in promoting Boston's industry and commerce, and in taking full advantage of the city's potentialities for becoming a leading commercial centre among the cities and ports of the United States.

Concerning the objections raised in some quarters to the creation of a metropolitan system of municipalities with Boston as its nucleus, the Mayor asserted that the city of Cambridge should find the proposal especially inviting in view of the fact that it is burdened with tax-exempt land, represented chiefly by colleges and universities, which reduces its income from taxation by one-third. Boston, he said, could readily absorb this burden. Somerville he referred to as a "bed-chamber" of Boston, asserting that 70 per cent. of its working population get their livelihood in Boston. "Take away the shipyard from Quincy," he said, "and what have you left in the way of industries? It is Boston's rapid transit facilities that have made Quincy what it is."

Prof. Joseph H. Beale, of Harvard Law school, chairman of Mayor Curley's committee which will draft a plan for a Metropolitan Boston, was another speaker. He explained the problem the committee faces, and indicated his belief that it will be a considerable period before the program becomes a reality.

GLOBE 1/24/30 AM

## HEADLINERS AT DINNER OF REAL ESTATE EXCHANGE



### GOV GREEN OF MICHIGAN TO BE GUEST OF BOSTON

Gov Fred W. Green of Michigan, commander-in-chief of the United Spanish War Veterans, who is coming to Boston in connection with the exercises to be held here the middle of next month in memorial of the men lost from blowing up the battleship Maine in Havana Harbor, in February, 1898, will be the guest of the city, Mayor Curley announced yesterday afternoon.

A delegation of Spanish War veterans waited upon the Mayor at City Hall yesterday and it was agreed that the city of Boston would give a luncheon in honor of the National commander when he arrives here on Feb 14.

### BANQUET IS GIVEN COUNCILOR KELLEY

City Councilor Francis E. Kelley of Ward 15, Dorchester, was tendered a victory banquet at the Elks' Hotel last night. About 300 friends were present.

Following the dinner, Gilbert P. Sullivan, chairman of the executive committee on arrangements, introduced the toastmaster, Edward I. Rasnick, associated with Councilor Kelley in the election campaign.

Among the speakers were: Lieut Gov William S. Youngman, representing the Commonwealth; William G. Lynch, president of the City Council; Arthur Corbett, secretary to Mayor Curley, who extended the greetings of the city; Ex-Representative Francis X. Coyne, William J. Foley, district attorney of Suffolk County; Gleason L. Archer, dean of Suffolk Law School; Senator Joseph J. Mulhern and James M. Curley Jr.

## MAYOR PLANS BOARDS TO BOOM BOSTON

Preparations at City Hall Meeting  
to Raise \$50,000 for the Work

With the idea of booming Boston Mayor Curley is going to establish commercial, industrial and publicity commissions and will soon appoint a director for each body. They in turn will prepare a plan, assisted by committees from the various railroads, the Chamber of Commerce and the Real Estate Exchange.

This was decided at a meeting held at City Hall yesterday. It is hoped to raise \$50,000 to carry on the work.

W. J. McDonald suggested that \$10,000 be raised in units of \$1000 and the city of Boston contribute \$100,000. His idea was to first sell Boston to those in Boston and hold the business here before going after outside business.

Mayor Curley said he preferred to discourage contributions at the outset.

The Mayor said something should be done to help out the city and he referred to the New England Governors' Council. He indorsed the Storrow plan and for the metropolitan area he said there should be provision for electrification and a belt line of steam facilities. There is no reason, he said, why manufacturers of Lynn and Brockton should ship from New York, rather than a New England port.

### Great Campaigns Elsewhere

He called attention to the extensive advertising campaigns of Philadelphia, Atlanta and other cities to attract industry. "We are slipping backward," he said.

He expressed the opinion that there should be a committee from this section now in Washington representing the shoe industry and also the gypsum industry. Regarding the latter he said that there was a million-dollar plant in Charlestown standing to be wiped out by proposed legislation in Washington, where it is planned to increase the duty.

Representatives of the Boston & Albany Railroad, New York, New Haven & Hartford Railroad and the Boston & Maine Railroad assured Mayor Curley of their fullest support.

### Many Leaders in Favor

T. Frank Joyce of the Boston & Maine Railroad said that in activity of this kind, with the Chamber of Commerce or otherwise, the road would be glad to cooperate. He told of bringing into Lowell new industries, and that in Lawrence a new industry in the Everett Mills would employ 5000 persons, twice as many as the mills ever employed before.

Others who spoke in favor of the creation of the commission were J. Daniels and Frank S. Davis of the Boston Chamber of Commerce, Louis Kirstein of the Boston Retail Trade Board, T. P. King of the King Terminals, Willard Welsh and John T. Ecully.

John M. Whittier, industrial development division, of the Edison Company said: "Thoroughly interested in the development of the city, the Edison Electric Company organized an industrial development division over two years ago to assist established industry and aid in the development and location of new industries. The facilities and experience of this industrial development division are willingly placed at the disposal of the new bureau proposed by the Mayor."

GLOBE 1/24/30 PM

# ANSWERS 200-FOOT CLEARANCE OBJECTION

## E. E. Stone Cites Bridges Constructed or in Process, With Height Far Less Than That

Belief that United States War Department is not expected to determine the clearance of a bridge over navigable waters until it has all the facts before it in any specific case, was expressed today by Everett E. Stone of the Public Utilities Commission, when asked to comment on the proposed bridge between the city proper and East Boston.

Dispatches from Washington stated that such a bridge would require a 200-foot clearance and therefore would be out of the question so far as Boston was concerned. Mr. Stone takes a different viewpoint and cites bridge after bridge, already constructed or in the process, with a clearance of less than 200 feet.

Incidentally, Mayor James M. Curley has called a conference at City Hall of the various boards that have had to do with this bridge-tunnel situation for next Tuesday. "At that time I expect to have information as to the relative merits of a bridge or tunnel, which I trust will aid His Honor in arriving at a decision," Mr. Stone said today.

Answering the 200-foot clearance objection, Commissioner Stone said: "One would get the impression from the news items he reads in the newspapers that the War Department was permitting no bridge to be built with less than approximately 200 feet clearance, and that such a clearance was necessary to enable some of our war vessels to pass under them. Reference was made to a proposed bridge over the harbor at New Orleans, and I believe this to be the so-called Hero Hackett Bridge, a private enterprise located so that its clearance would affect a large part of the port.

"Plans have recently been approved by the War Department for the New Orleans Public Belt Railroad Bridge with a clearance of 135 feet at a river stage of 20 feet. This will be a publicly-owned bridge over the Mississippi River. The very considerable traffic of sea-going vessels bound to and from Baton Rouge will pass under this bridge.

"The Goethals Bridge and the Outer Bridge, just completed, have vertical clearances of 135 feet above mean high water. These bridges span the Arthur Kill between Staten Island and New Jersey. The bridge Kill van Kull between Bayonne and Port Richmond now building, will have a vertical clearance of 135 feet at the bulkhead line and 150 feet at the center of main span.

### Designed to Pass Under

"I am quoting from a paper by O. H. Ammann, bridge engineer, port of New York, authority before the American Society of Civil Engineers, Jan 16, in which he says: 'The Kill van Kull has for many years been noted for the volume, value and importance of its shipping. This narrow estuary is the main gateway to Newark Bay and

the Arthur Kill, and its water transports in a year tonnage which is greater than that which passes through the Suez Canal. After a careful study of the type and size of vessels passing through the Kill, more particularly of the height of navy vessels that should be allowed to enter it, it was decided to offer a clear height of 150 feet over the present channel, decreasing to a minimum of 135 feet at the edges of the 1000-foot waterway.'

"The Hudson River between Fort Lee, New Jersey, and West 178th st has a center clearance of 213 feet, but this was determined by the height of the Palisades, rather than navigation requirements.

"Triborough Bridge, connecting with the boroughs of Manhattan, Queens and the Bronx, the construction of which has just been started by the city of New York, will have a 135-foot clearance.

"The Brooklyn Navy Yard is located between the Manhattan and Williamsburg Bridges, which have a clearance of 135 feet at mean high water. There are many other bridges in the vicinity of New York, such as the Brooklyn and Queensborough, which have a clearance of 135 feet, and the Harlem River Bridge has a clearance of not over 135 feet.

"I have information, obtained as late as Jan 21, from the United States Navy marine office in Philadelphia that all vessels of the United States Navy are designed to pass under Brooklyn Bridge, which has a clearance somewhat less than 135 feet at the center above high water. The airplane carrier Saratoga (sister ship to the Lexington) is 128ft 9in highest fixed portion above normal load line. It has higher masts, but these can be lowered to this height. Scout cruisers of the Richmond class formerly carried radio antenna at 180 feet above water—now at 165 feet—but masts and antenna can be lowered to pass under the Brooklyn Bridge."

Mr. Stone did not care to make any further comment at this time on the matter of building a bridge or tunnel between the two points.

### MAY BREAK GROUND FOR L-ST BATHHOUSE MARCH 17

The breaking of ground for the proposed new L-St Bathhouse, in South Boston, will probably be one of the important features of the Evacuation Day celebration in South Boston on March 17, it was said by Mayor Curley this forenoon, following a brief conference with a group of South Boston citizens.

The old buildings are still standing and these would have to be demolished before a start is made in the building of a fire-resisting structure to take the place of the present fire hazard.

Mayor Curley, realizing the value of the L-St Bathhouse from a public health and a recreation point of view touched upon it in his recent inaugural

## JOHN J. MARTIN ON PARK BOARD

### Mayor Curley Appoints Him Today

John J. Martin of 132 Commonwealth Av was this afternoon appointed a member of the Board of Park Commissioners by Mayor Curley.

The Mayor said that he had offered the post to Charles A. Coolidge, who



JOHN J. MARTIN  
Named as member of Board of Park  
Commissioners

had formerly held a place on the board, but Mr. Coolidge declined because of his health. Mayor Curley had also thought of Charles D. Maginnis, Boston architect, but the latter had recently accepted a place on an Art Museum board and this prevented his taking on additional duties.

Mayor Curley casually remarked that Mr. Martin was an enthusiastic golfer, and it is probable that, as a member of the Park Commission, he will direct his attention toward additional golf facilities.

The place given Mr. Martin had been filled by an acting commissioner since Mr. Coolidge's resignation.

Mr. Martin is president of the Exchange Trust Company.

## WILL GOVERN NEWSBOYS' CITY

### Mayor and Conucilors Are Sworn In

The mayor and five councilors who will govern the newsboys affairs of the Harry E. Burroughs Newsboys Foundation for the next year were sworn into office by Mayor James M. Curley at City Hall this afternoon. The newsboys' city is divided into five wards, over each a councilor presides. He is named for some outstanding citizen. It is the plan of the foundation to teach Government.

Samuel Naglin is the newsboy mayor. Councilors are Morey Frankel, Paul Jones, Fred Weinstein, Benjamin Fine and Samuel Orkin.

# Greater Boston Warmly Hailed by Realty Men

**Mayor Curley Sees Possibility  
in a Year—Professor Beale  
Indicates Problems**

Pleading for "faith in Boston" that the city may take first rank among those of the world in population and industry, and mentioning the late E. M. Statler and the late George Hannauer as the type of progressive citizens which the community needs, Mayor James M. Curley sounded a high note of optimism at the dinner of the Massachusetts Real Estate Exchange given in his honor at the Hotel Statler last evening. It was "Greater Boston Night." Though Professor Joseph H. Beale of Harvard, chairman of the mayor's committee to which is entrusted the task of drafting a Metropolitan plan, indicated the puzzling problems to be considered, the mayor predicted that the committee would have its recommendation ready in six months and that the various cities and towns would approve it during the ensuing five months.

The mayor's remarks were made in the presence of Mayor Patrick J. Duane of Waltham, Mayor Thomas J. McGrath of Quincy, Mayor John J. Murphy of Somerville and Mayor Michael C. O'Neill of Everett, while Mayor Russell of Cambridge had left the head table a few minutes before the speechmaking. Mayor Casassa of Revere telegraphed his regrets and also his belief in a Greater Boston.

The dinner was presided over by President George D. Kimball, who presented Elbridge R. Anderson as toastmaster. Mr. Anderson told at length of the projects which the Exchange had favored, always working for economy in public affairs and for economic progress in public improvements. Among the outstanding things the Exchange had favored were the great dry dock, Commonwealth Pier, an increase in all commercial facilities and the adoption of harbor improvements for the commerce of the world; the Cape Cod Canal, the widening of Stuart and Cambridge streets among others; changes in the building laws; the underpass at Commonwealth and Massachusetts avenues, which was favored seven years ago. The Exchange had brought the governors of New England into conference in 1911, which was the forerunner of the New England Council of today. It had always opposed old-age pension legislation and the payment of doles.

#### Professor Beale's Talk

When Professor Beale rose to speak he urged the mayors present to avoid any feeling of uneasiness as he unfolded his subject. He declared that the greater his idea was as old as the Puritans, but "The more we discuss it, the nearer we arrive to the solution of its problems." It was pointed out by those who compared his views with those of the mayor, that a number of the mayors in the Metropolitan district were elected for terms that extend beyond next January.

Professor Beale warned that while Boston is theoretically a city of 2,000,000 people, it boasts of only 700,000, "like a millionaire claiming that he is poor. But let me tell you, gentlemen," said the professor, "that America to day adds noth-

ing to a man's or a city's estimate of its own importance."

He declared that the people from Salem to Brockton look to Boston as the place where they earn their living, and yet they have no voice in its government. "They ought to feel their responsibility, and wish that they were authorized to have a say, and we ought to have a city as big as it really is."

Naturally, the first problem is that of determining how a metropolitan city shall be governed, the speaker remarked. City Clerk Wilfred Doyle had suggested a council of nine members; perhaps it ought to be governed by a lower and an upper branch. Until that point is settled, no plan should be presented.

"Are we going to take over the police and fire departments of all cities and towns? There are good arguments in favor. Are we going to take over the departments without proper compensation? If so, how shall we settle it? That will require the study of experts. Are we going to leave the present city of Boston a permanent element, or can we resolve it into its original parts and have the borough system? I think we shall get somewhere if we ask our experts to tell us how to do it."

#### Value of Advertising

Mayor Curley stressed the importance of concerted action on the part of the forty cities and towns, so that Boston may speak with the voice of authority of 2,000,000 people in protecting its industries and inviting others. He pointed to the growth of Philadelphia through consolidation with adjoining communities, and referred to full page advertisements in which Philadelphia appealed to New England industries to locate there.

"There is the value of advertising," said the mayor. "Philadelphia, though forty miles from the Atlantic ocean, grows, while Boston, on the coast with the best harbor in the world, saving three days on a round trip voyage to Europe, slips backward into ninth place. Baltimore passed us last night."

Referring to the Metropolitan District Commission system of "taxation without representation," the mayor explained that Boston is forced to pay fifty-two per cent of the cost of the police patrol on the Fellsway and other parkways. Boston's improvements have been made for the benefit of the surrounding communities."

"The East Boston traffic tunnel, costing from \$22,000,000 to \$25,000,000 before it is finished, will be built by Boston, not for itself, but for the cities and towns to the north," said the mayor, for the first time publicly stating that the \$16,000,000 authorized by law would be insufficient to build the tunnel, on the basis of past legislative estimates.

"Somerville," he said, "is a splendid bedchamber for Boston. It has practically no industries and 70 per cent of its residents earn their living in Boston. Yet they have nothing to say at the polls here."

#### Boston Paying for Outsiders

"Cambridge, with one-third of its area occupied by non-taxable educational institutions, will soon have a tax rate so high as to drive out home-owners and industrial leaders," the mayor said.

"Quincy has the Fore River Shipyards. If they closed, where would Quincy be?" asked the mayor, pointing out that Boston has just built a \$12,500,000 rapid transit system through Dorchester for the benefit of Milton, Quincy and points south.

"New England's textile, shoe and other industries," charged the mayor, "have been strangled and destroyed in the house of its friends," referring to passage of industry to the South while representatives of New England held important posts at Washington.

The reason for the stripping of New England, he said, was the lack of a voice of authority, a concentrated movement to stop the pillage. With the forty cities and towns united, he said, pressure could be exerted to protect this section of the country.

"Our cities and towns," said the mayor, "must get away from the spirit of individualism, we must cut away from this spirit of selfishness; we must work together for the common good. We may think foolishly that we are sailing on the Leviathan. But we are actually in a leaky boat, just like a sieve, and unless we all row together, we will sink together."

Together, he said, the cities and towns must offer inducements to other industries to come here. He announced his intention of reorganizing the commercial, industrial and publicity bureau to boost Boston.

#### Plans for East Boston

He plans to build of concrete and steel a tremendous industrial area near the East Boston Airport, where steamship railroad and air transportation will be linked, provided that the business leaders will back the movement.

"We will not try to make a huge profit on this land which I propose to reclaim between East Boston and Governor Island," said the mayor. "We will lease it to industrial plants for the mere cost of the charges. Our return will come when they establish their plants, giving the city millions of dollars in taxes and more important, putting hundreds of thousands of our people to work so that they may enjoy peace and happiness in their homes."

The mayor was given an ovation by real estate men from every section of the State as he concluded his address and immediately left to return home. Mrs. Curley, who is still seriously ill, a tribute to her from the Massachusetts Real Estate Exchange. President George D. Kimball presented the mayor with a beautiful bouquet of roses to carry to her bedside at Jamaica way.

MONITOR 1/24/30

## Bridge Clearance Figures Disputed

Everett E. Stone, member of the State Department of Public Utilities, when asked to comment on the proposed East Boston bridge project, said that the United States War Department does not definitely determine the clearance of a bridge over navigable waters until it has all the facts presented to it in any specific case.

Dispatches from Washington stated that such a bridge would require a 200-foot clearance and therefore would be out of the question so far as Boston was concerned. Mr. Stone takes a different viewpoint and cites bridge after bridge, already constructed or in the process, with a clearance of less than 200 feet.

Mayor Curley has called a conference at City Hall of the various boards that have had to do with this bridge-tunnel situation for Tuesday, Jan. 28. "At that time I expect to have information as to the relative merits of a bridge or tunnel, which I trust will aid His Honor in arriving at a decision," Mr. Stone said.

GLOBE 1/24/30 PM

# MAYOR GIVEN LINCOLN PLAQUE BY GERMANIA LODGE OFFICERS



MAYOR BEING PRESENTED BRONZE PLAQUE

Left to Right—Mayor Curley, Carl A. Weitz, Herman P. Dickerman and Joseph Brettler

A delegation of officers of Germania Lodge, A. F. & A. M., which is celebrating its 75th anniversary, visited City Hall this forenoon and presented Mayor Curley with a bronze plaque of Abraham Lincoln. Frank Seiberlich, chairman of the Board of Election Commissioners, escorted the delegation into the Mayor's office where Joseph

Brettler, master of the lodge, presented the plaque to the chief executive.

The bronze plaque, about eight inches in height, is mounted on a background of black velvet and the whole is in a mahogany frame. In the delegation were Joseph Brettler, master; Herman P. Dickman, senior warden, and Carl A. Weitz, chairman of the board of trustees.

TRANSCRIPT 1/24/30

## Newboy Mayor

### Sworn by Curley

The Harry E. Burroughs Newsboys' Foundation on Somerset street has a mayor and a city council for the conduct of its affairs and to provide practical instruction in city government. Today the newsboy officials were inducted into office by Mayor Curley at City Hall, with some of the formality and dignity of the quadrennial exercises following the election of a mayor of Boston. The newsboy mayor is Samuel Naglin. Tonight he will deliver his inaugural address to the boys. The city councilors are Morey Franklin, Paul Jones, Fred Weinstein, Benjamin Fine and Samuel Orkin.

TRANSCRIPT 1/24/30

## Stone Points to Many Bridges Under 200 Feet

### Takes Issue with Dispatches Placing East Boston Span Out of Question

Pointing out that the War Department does not definitely determine the clearance of a bridge over navigable waters until it has all the facts in any specific case, Everett E. Stone, member of the State Department of Public Utilities, today took issue with dispatches from Washington to the effect that an East Boston bridge would require a 200-foot clearance and therefore would be out of the question. Mr. Stone cites bridge after bridge already constructed or in progress,

having a clearance of less than 200 feet.

Mayor Curley has called a conference at City Hall of various boards considering the bridge-tunnel situation for next Tuesday and at that time Mr. Stone stated that he expects "to have information as to the relative merits of a bridge or tunnel, which I trust will aid his honor in arriving at a decision."

Discussing the 200-foot clearance objection, Mr. Stone had the following to say:

"One would get the impression from the news items he reads in the newspapers that the War Department were permitting no bridges to be built with less than approximately 200 feet clearance, and that such a clearance was necessary to enable some of our war vessels to pass under them. Reference was made to a proposed bridge over the harbor at New Orleans—and I believe this to be the so-called Hero Hackett bridge, a private enterprise, located so that its clearance would affect a large part of the port. Plans have recently been approved by the War Department for the New Orleans Public Belt Railroad Bridge with a clearance of 135 feet at a river stage of twenty feet. This will be a publicly-owned bridge over the Mississippi River. The very considerable traffic of sea-going vessels bound to and from Baton Rouge will pass under this bridge.

"The Goethals Bridge and the Outer Bridge, just completed, have vertical clearances of 135 feet above mean high water. These bridges span the Arthur Kill between Staten Island and New Jersey. The bridge Kill van Kull between Bayonne and Port Richmond, now building, will have a vertical clearance of 135 feet at the bulkhead line and 150 feet at the center of main span.

"The Hudson River Bridge between Fort Lee, New Jersey, and West 178th street has a center clearance of 213 feet, but this was determined by the height of the Palisades, rather than navigation requirements.

"Triborough Bridge, connecting the boroughs of Manhattan, Queens and the Bronx, the construction of which has just been started by the city of New York, will have a 135-foot clearance.

"The Brooklyn Navy Yard is located between the Manhattan and Williamsburg bridges, which have a clearance of 135 feet at mean high water. There are many other bridges in the vicinity of New York, such as the Brooklyn and Queensborough, which have a clearance of 135 feet, and the Harlem River Bridge has a clearance of not over 135 feet.

"I have information, obtained as late as Jan. 21, 1930, from the United States Navy Marine Office in Philadelphia, that all vessels of the United States Navy are designed to pass under Brooklyn Bridge which has a clearance somewhat less than 135 feet at the center above high water."

TRAVELER 1/24/30

# Newsboys' Mayor and City Council Are Solemnly Sworn in by Curley



Left to right, Morey Frankle, "Mayor" Saul Haglin, Mayor Curley, Fred Weinstein, Samuel Orkin and Benjamin Fine.

Saul Haglin Will Deliver  
Inaugural Address This  
Evening

Mayor Curley today invested the mayor and the city council of the Harry E. Burroughs Newsboys Foundation with the authority of the offices to which they have been elected in the organization.

#### INAUGURAL ADDRESS

With the formality and dignity associated with the inaugurations of all mayors, the new leader of the newsboys' government, Mayor Saul Haglin, was sworn in by Mayor Curley. Tonight Mayor Haglin will deliver his inaugural address to the newsboys.

In addition to the mayor, these councilmen were sworn in: Morey Frankle, Paul Jones, Fred Weinstein, Benjamin Fine and Samuel Orkin. The idea of the Newsboys Foundation government is to teach government through government, to teach leadership and to teach vocational guidance through the ward system.

## MARTIN PARK COMMISSIONER

Exchange Trust President  
Fills Vacancy Left by  
C. A. Coolidge

John J. Martin, president of the Exchange Trust Company, was named a park commissioner today by Mayor Curley. He will fill the vacancy caused by the resignation some months ago of Charles A. Coolidge. A tender of the appointment to Charles D. Maginnis was refused with regret because of the fact that Maginnis has lately become identified with the Art Museum and felt it impossible to devote the time necessary to the park commissioner's duties.

City Hall reporters who are interested in golf asked Mayor Curley if the new commissioner has any interest in that outdoor sport. "He's a pretty fair golfer," said the mayor, "and no doubt he can be induced to lend his support to the proposed new golf course in West Roxbury."

MONITOR 1/24/30

## BOSTON WHARF RATES UNDER INVESTIGATION

Wharfage and dock charges in Boston Harbor, especially those at the state-owned Commonwealth Pier, are being studied by the recently established Boston Port Authority which has opened offices in the Custom House Tower. The study is the result of a request by the Massachusetts Department of Public Works, and is expected to extend over several weeks.

Another investigation which the Port Authority is considering along similar lines is the so-called Howard Tariff, which has been in force at this port for many years providing for the taxing of freight by commodities.

# Lincoln Tribute at City Hall



Officials of Germania Lodge of Masons, commemorating the 75th anniversary of the lodge, today presented Mayor Curley at city hall with bronze plaque of Abraham Lincoln. Left to right: Mayor Curley, Cap Weitz, Herman P. Dickman and Joseph Brettler.

## NO WAR DEPT. BAN ON EAST BOSTON BRIDGE

**State Public Utilities  
Expert Discusses  
Question**

The United States war department has not rejected a proposal for a bridge instead of a tunnel to carry vehicles to East Boston, on the grounds that the bridge would not have a clearance of

200 feet above the water.

Nor does the department definitely determine the clearance of a bridge over navigable waters until it has all the facts presented to it in any specific case.

### THE CLEARANCE ISSUE

This view of the bridge situation was given today by Everett E. Stone, member of the state commission on public utilities and member of the metropolitan planning division. He is an engineer and was formerly chief engineer of the Boston & Albany railroad.

Dispatches from Washington stated that such a bridge would require a 200-foot clearance and therefore would be out of the question so far as Boston was concerned. Stone takes a different viewpoint and cites bridge after bridge, already constructed or in the process, with a clearance of less than 200 feet.

Incidentally, Mayor Curley has called a conference at City Hall of the various boards that have had to do with this bridge-tunnel situation for Tuesday, Jan. 28. "At that time I expect to have information as to the relative merits of a bridge or tunnel which I

trust will aid his honor in arriving at a decision," Stone said today.

### ANSWERS OBJECTION

Answering the 200-foot clearance objection, Stone declared:

"One would get the impression from the items he reads in the newspapers that the war department was permitting no bridges to be built with less than approximately 200 feet clearance and that such a clearance was necessary to enable some of our war vessels to pass under them. Reference was made to a proposed bridge over the harbor at New Orleans—and I believe this to be the so-called Hero Hackett bridge, a private enterprise, located so that its clearance would affect a large part of the port. Plans have recently been approved by the war department for the New Orleans Public Belt railroad bridge with a clearance of 135 feet at a river stage of 20 feet. This will be a publicly owned bridge over the Mississippi river. The very considerable traffic of sea-going vessels bound to and from Baton Rouge will pass under this bridge."

### CITES OTHER INSTANCES

"The Goethals Bridge and the Outer Bridge, just completed, have vertical clearances of 135 feet above mean high water. These bridges span the Arthur Kill between Staten Island and New Jersey. The bridge Kill Van Kull between Bayonne and Port Richmond, now building, will have a vertical clearance of 135 feet at the bulkhead line and 150 feet at the centre of main span.

"I am quoting from a paper by O. H. Ammann, Bridge Engineer, Port of New York authority before the American Society of Civil Engineers, Jan. 16, 1930, in which he says, 'The Kill Van Kull has for many years been noted for the volume, value and importance of its shipping. This narrow estuary is the main gateway to Newark bay and the Arthur Kill, and its water transports in a year tonnage which is greater than that which passes through the Suez canal. After a careful study of the type and size of vessels passing through the Kill, more particularly of the height of navy vessels that should be allowed to enter it, it was decided to offer a clear height of 150 feet over the present channel, decreasing to a minimum of 135 feet at the edges of the 1000-foot waterway.'

### 135-FOOT CLEARANCE

"The Hudson river bridge, between Fort Lee, N. J., and West One Hundred and Seventy-eighth street, has a centre clearance of 213 feet, but this was determined by the Palisades, rather than navigational requirements.

"Triborough bridge, connecting the boroughs of Manhattan, Queens and the Bronx, the construction of which has just been started by the city of New York, will have a 135-foot clearance.

"The Brooklyn navy yard is located between the Manhattan and Williamsburg bridges, which have a clearance of 135 feet at mean high water. There are many other bridges in the vicinity of New York, such as the Brooklyn and Queensborough, which have a clearance of 135 feet, and the Harlem river bridge has a clearance of not over 135 feet.

"I have information, obtained as late as Jan. 21, 1930, from the United States marine office in Philadelphia, that all vessels of the United States navy are designed to pass under Brooklyn bridge, which has a clearance somewhat less than 135 feet at the centre above high water. The airplane carrier Saratoga (sister ship to the Lexington) is 128 feet 9 inches, to highest fixed portion above normal load line. It has higher masts, but these can be lowered to this height. Scout cruisers of the Richmond class formerly carried radio antennae at 180 feet above water—now at 165 feet—but masts and antennae can be lowered to pass under the Brooklyn bridge."

AMERICAN 1/24/30

# Twohig Says His 'Jerk Town' Rap Was Joke

Cambridge, Malden and Lynn were today taken out of the "jerk town" class by Rep. James J. Twohig of South Boston.

In renewing his fight for an investigation of the question of forming a greater Boston, Twohig declared:

"I'll admit I have to be careful what I say, for at the last hearing I made a 15-minute serious speech, and in reply to a facetious remark by Senator Kidder, jokingly referred to jerk towns.

"It was plainly a joke yet it was heralded from one end of the State to the other."

Twohig said he would hardly slur Malden, the city of his birth, or Lynn, where he has a brother and sister.

He stressed that his bill does not call for the creation of a Greater Boston, but for a study of the project, which crops up year after year.

"There is no question involved of dragging unwilling towns into the city of Boston," he said.

"It is said I am opposing the Curley plan. My bill was in the hands of the House counsel two weeks before the mayor's inaug-

ural. It has nothing to do with the Curley plan. The creation last year of a Metropolitan Transit district showed me that we are coming to think in terms of the Metropolitan area. And the State should co-operate in this move."

HERALD 1/25/30

## WILL ASK \$160,000 FOR NEW COURTHOUSE WING

### Curley Would Relieve Condition in Brighton

Additional courthouse accommodations will be provided this year by Mayor Curley in Brighton and East Boston. On recommendation of superintendent of buildings, John P. Englert, the mayor will recommend to the city council Monday an appropriation of \$160,000 for an additional wing at Brighton. The original plans called for a building of two wings, but only one was erected, and the need of additional facilities is so pressing that the mayor intends to hasten the completion of the new wing.

The mayor announced that he will confer next Monday afternoon with the judges of the East Boston district court and Supt. Englert about additional accommodations at the courthouse in that section. In 1925 he acquired a site for an addition, approved plans, and urged immediate action, but during the Nichols administration no funds were made available for such a project.

## GREATER BOSTON STUDY PLAN WINS SUPPORT

### Curley Favors Proposal, Committee Is Told

That Mayor Curley looks favorably on the proposal to have the state Legislature study the possibility of forming a Greater Boston was indicated yesterday at a hearing before the committee on metropolitan affairs in the State House when Thomas H. Bilodeau, legislative agent for Boston, voiced the city executive's views at a hearing of the bill submitted by Representative James J. Twohig of South Boston.

Mayor Curley, said Mr. Bilodeau, is eager to obtain every bit of information on the subject from any available source.

The bill, explained Representative Twohig, does not call for the creation of a Greater Boston or a plan of annexation of cities and towns surrounding the city proper, but merely seeks to obtain the views of the best minds as well as to sound out the sentiment of the citizens of the communities to be affected.

## AMERICAN 1/24/30 Democratic Women Plan Curley Dinner

The Boston Women's Democratic League, whose avowed object is to make Boston Democratic by 150,000 and to have the party's city organization, instead of the state committee, handle the Boston end of the coming state campaign, will shape plans this evening for the Curley victory banquet, which will take place in the Normal school, Huntington ave., Roxbury, next Wednesday.

HERALD 1/25/30

# BOARD FOR BIGGER BOSTON ORGANIZES

## Curley's Committee Drafts Preliminary Plans

The conference on metropolitan Boston, which is the official designation of Mayor Curley's committee to develop a plan for unification of government in the metropolitan district, effected a permanent organization yesterday and agreed upon procedure.

Committees were chosen and their work was mapped out. It was the consensus that tangible results should be achieved in a few months. Prof. Joseph H. Beale of Harvard, chairman of the committee, will sail for England Wednesday, and will make an intensive study of the London county council, the governing authority of the city of London.

During his absence Prof. Carroll W. Doten of Tech will be chairman. It was announced that Prof. William B. Munro, head of the department of government at Harvard, will return soon from California to join the committee.

Roger Babson of Wellesley Hills, who is in accord with the idea of a metropolitan city, has delegated Leroy D. Peavey, director of research at the Babson Institute, and F. Gardiner Ferry as his representatives on the committee.

Three important committees were organized yesterday. March G. Bennett is chairman of the committee on political organization which will study the problem of the towns and cities which should be included in a metropolitan government. William J. Barrett, a statistician for a life insurance company, is the chairman of the committee on social and economic considerations and the newspaper editors of Boston form the publicity committee.

HERALD 1/25/30

## DR. WILINSKY GOES BACK TO OLD POST

### Re-enters City Health Service on Insistence of Curley

The insistence of Mayor Curley yesterday led Dr. Charles F. Wilinsky to accept an invitation to return to his old position as director of child hygiene and of the health units in the municipal health department.

Four years ago, after he had established a national reputation for his success in child hygiene and his work in connection with the health units made possible by the White fund, Dr. Wilinsky retired from the municipal service to assume the direction of the Beth Israel Hospital.

He has had several offers from New York city of positions in the public service, but he has been reluctant to leave Boston.

"I feel," said Mayor Curley, "that Boston is particularly fortunate in again obtaining Dr. Wilinsky to resume his old position."

AMERICAN 1/24/30

## Department Stores

Ours Made a Fine Showing Last Year, Will Do Better in 1930

**W**E take from a recent number of "Retailing," a trade newspaper, the table printed herewith showing how the department stores of the United States prospered last year in comparison with their volume of sales in 1927.

Two features of this report should be particularly encouraging to New England.

It will be observed, first, that the BOSTON Federal Reserve District was second in percentage of stores reporting increases. In this respect we were topped only by San Francisco.

In a comparison of 1928 and 1927, again, the increase reported by the department stores of this region—3.27 per cent—was excelled by only San Francisco and Dallas.

The total number of stores reporting from the 12 Federal Reserve Districts was 246. Fifty-eight per cent of these reported sales increases. In the table which follows 100 per cent represents the volume of sales for the previous year:

Federal Reserve District.	1929 compared with 1928 per cent.	1928 compared with 1927 per cent.	Percent of stores reporting per cent. increases.
1—Boston .....	103.93	95.30	69
2—New York.....	100.73	103.77	55
3—Philadelphia .....	103.06	100.42	62
4—Cleveland .....	101.73	102.08	54
5—Richmond .....	102.99	102.71	66
6—Atlanta .....	99.39	105.56	38
7—Chicago .....	100.75	109.41	51
8—St. Louis.....	99.92	102.27	43
9—Minneapolis .....	103.27	96.17	55
10—Kansas City.....	103.40	103.81	59
11—Dallas .....	104.94	101.95	40
12—San Francisco.....	106.84	101.62	76

If we read and interpret these figures correctly what they say is that New England's share of last year's general prosperity was most generous.

How about 1930?

So far as the department stores are concerned, they should do MUCH better than last year. We are told by men who are inclined to be more conservative than rash or over-confident that the Tercentenary will attract 10,000,000 visitors; and we do not believe it possible for the intelligent tourist to visit Boston and NOT to be attracted to such retail stores as, taken as a whole, have no superiors in the U. S. A.

## Caledonians to Hold Burns Night

Reservations for the Burns Night entertainment and dance at the Hotel Statler tonight by the Boston Caledonian Club indicate the gathering will be the largest the organization ever held.

The doors of the ballroom will open at 7 o'clock and the concert will begin at 8. Chief Bowie will lead the grand march at 10:30 and dancing will continue to 2 a. m. Governor Allen, Mayor Curley and British Consul Grey will be present with other notables of the State and city.

## Michigan Governor to Dine With Curley

That Governor Fred W. Green of Michigan is coming here next month as commander-in-chief of the United Spanish War Veterans, was revealed when Mayor Curley announced that he will give a luncheon to the distinguished visitor on February 15, in conjunction with exercises which will be held in commemoration of the sinking of the Maine.

# CLAIMS ARMY HAS NOT YET DECIDED

## Utilities Commissioner Cites the Low Spans Permitted New Orleans and New York

Everett E. Stone of the Public Utilities Commission, who will attend the conference called by Mayor Curley on Jan. 28 to discuss the East Boston bridge or tunnel tangle, declared today the bridge idea is far from being dead.

The War Department, he contended, does not definitely determine the clearance of a bridge over navigable waters until it has all the facts.

He takes issues with the impression caused by Washington dispatches that a 200-foot clearance for Boston harbor would be necessary. Bridge after bridge has been constructed or is in process of being built, he said, with a clearance of less than 200 feet.

## CITES NEW ORLEANS CASE

He said he hoped to have information ready for the conference which will aid the Mayor materially in reaching a decision as to whether a tunnel or a bridge should be constructed.

He pointed out that plans have recently been approved by the War Department for the New Orleans public belt railroad bridge with a clearance of 135 feet at a river stage of 20 feet. This bridge, he continued, will be a publicly owned one over the Mississippi river and the very considerable traffic of sea-going vessels bound for Baton Rouge will pass under the bridge.

## OTHER "LOW" BRIDGES

"The Goethals bridge and the Outer bridge, just completed, have vertical clearances of 135 feet above mean high water," he said. These bridges span the Arthur Kill between Staten Island and New Jersey. The bridge Kill van Kull between Bayonne and Port Richmond, now building, will have a vertical clearance of 135 feet at the bulkhead and 150 feet at the center.

"The Hudson River bridge between Fort Lee, N. J., and West 175th st. has a center clearance of 213 feet but this was determined by the height of the palisades rather than navigation requirements.

"The Brooklyn navy yard is located between Manhattan and Williamsburg bridges, which have a clearance of 135 feet at mean high water."

CHICAGO TRIBUNE 1/25/30



THE THREE-TIME MAYOR of Boston, James M. Curley, once more assumed the reins of the city's government amid a veritable riot of flowers and greenery.

(Photograph from Pacific and Atlantic.)

GLOBE 1/25/30 AM

# TWOHIG ONLY JOKING ABOUT "JERK TOWNS"

## Representative Speaks For His Bill to Study Plan of Greater Boston

Friends and foes of the bill to provide a legislative study of the question of forming a greater Boston gave their views yesterday before the Legislative Committee on Metropolitan Affairs.

Representative James J. Twohig of South Boston appeared in support of his bill that would bring about a study of the need for consolidation of towns and cities within a radius of 10 miles of the State House. He denied any connection between his bill and the proposal of Mayor Curley, stating that he had filed his bill before the Boston Mayor took office.

In speaking of his reference to outside cities as "jerk" towns, he declared he meant no offense.

### Explains Speech

"This is an important proposition, one of the most important of the session," he declared. "I'll admit I have got to be careful what I say, for at the last hearing I made a 15-minute serious speech and then in replying to a facetious remark by Senator Kidder, jokingly referred to 'jerk towns.' It was plainly a joke, yet it was heralded from one end of the State to the other, while not a word was said of the serious speech I gave. Malden? I would hardly slur the city of my birth, Lynn? I have a brother and sister residing in that fair city."

"This bill does not call, as has been said in the papers, for the creation of a Greater City. It is merely for a study of the project, which has cropped up year after year. It is not a plan of annexation of these cities and towns, but a study of the need of consolidation within a radius of 10 miles of the State House. Its purpose is to find what is in the public mind and report that to the Legislature. There is no question of dragging unwilling towns into the city of Boston.

"It is said that I am opposing the Curley plan. My bill was in the hands of the House counsel two weeks before the Mayor's inaugural. It has nothing to do with the Curley bill. The creation last year of the Metropolitan Transit district showed me that we are coming to think in terms of the metropolitan area. And the State should cooperate in this move. Some of Boston's best minds are interested, as is shown by the remarkable committee which has accepted Mayor

Curley's invitation to study the matter. And last night the Mayor spoke before the Massachusetts Real Estate Exchange, where 500 men cheered his Greater City ideas.

### "Unofficial Study"

"The result of the Mayor's move is that an unofficial study will be made. Then next year they will come here with some sort of a bill. And the Legislature then will doubtless decide to study the matter, as it does all important projects before acting. Then why delay? Why not go ahead hand in hand with the district and make the study at the same time?

"We have the Metropolitan Water, sewer, parks and park police systems, showing that in these matters we have agreed on the need of planning by the whole district. And last year there was up here a bill which had real strength behind it for the consolidation of all the Police, Fire and Health Departments in the public interest. Doesn't that show the trend of the people's minds?"

"What is the advantage to the cities and towns? There is a great advertising advantage for all in making Boston the fourth city of the Nation, instead of a slipping eighth or ninth. If it were found that the borough plan of government were better, then we get rid of the multiplicity of governments and benefit the taxpayers immediately. Improved efficiency of government again will reduce taxes. When one locality comes here now for an improvement it is fought by all the others. Boston now includes many former towns, but you don't hear them wanting to get out. Imagine separate towns of Charlestown, East Boston, South Boston, Roxbury and Hyde Park today. And they have never lost their local names under the merger and never will."

### Curley Wants Study

Thomas H. Bilodeau, Legislative agent for the city of Boston, said it was the Mayor's idea to get the views of the best minds. He declared that Mr Curley is in favor of a Legislative study, too.

Representative Charles L. Page of Boston said this is only a study and the report might be favorable or adverse. The towns that already have joined do not regret it, he said, and the Legislature can be depended upon to guard their local names, as in the case of replacing the word Roxbury upon the Memorial High School last year.

There is no question in the minds of a large part of the people, he said, that there must be some sort of union worked out. Boston certainly should have the support of those it supports. He urged the study resolve.

Representative E. Farnham Smith of Concord also was strongly in favor of the study.

Representative John W. MacLeod of Chelsea was absolutely opposed to the proposed study, which he considered a waste of money. He suggested if the Mayor called in the Mayors, heads

of Boards of Aldermen and City Council and chairmen of Selectmen of the cities and towns, he could get the same information in one meeting. He also believed this would be the proper solution of the vexing question of having Chelsea, Revere and Winthrop share in the Suffolk County taxes. Chelsea, he said, is opposed to any Greater Boston plan.

Representative Twohig opposed the officials' conference idea, saying it was time to let the people have something to say. The heads of the cities and towns, he said, are looking out for their own jobs.

## GRAND JURY HEARS LIGGETT AND ALLEN

After both had appeared before the Federal Grand Jury yesterday noon and had supposedly given evidence as to the results of their individual investigations into the liquor and vice situation in Boston, Walter W. Liggett, author of a magazine article, "Bawdy Boston," and Robert J. Allen, former Washington policeman, disclosed for the first time that Allen is in Liggett's employ.

In answer to a direct question as to what the connection was between him and Robert J. Allen, Liggett replied: "Allen is an employee of mine. I hired him to fill in at Boston while I was in the hospital at Washington, D C, having a toe amputated."

Liggett and Allen, who are living at an uptown hotel, came separately to the Federal Building, having both been subpoenaed by United States Atty Frederick H. Tarr to appear before the Federal Grand Jury now in session. Each eagerly sought Mr Tarr and each said he had things to say to Mr Tarr concerning a reported interview with him.

Alien spoke with some spirit and denied the statement concerning him, wherein it was alleged he said there was a powerful rum ring at the State House which controls the rum situation in Boston. Instead he wanted to be quoted as saying that there was a lot of bad in Boston linked up with politics and that it is high time that men in high political office were put under the Civil Service.

## MASONS GIVE PLAQUE OF LINCOLN TO CURLEY

MONITOR 1/24/30

A bronze plaque of Abraham Lincoln was presented to Mayor James M. Curley this morning at the City Hall by officers of the Germania Lodge of Masons of West Roxbury, which is celebrating its seventy-fifth anniversary.

The delegation of Masons was headed by Frank Seiberlich, chairman of the Board of Election Commissioners and a member of the lodge. Presentation of the plaque was made by Joseph Brettl, Master of the Germania Lodge.

RECORD 1/25/30

# Curley Moves to Enlarge

## 2 Courthouses

### MAYOR NAMES WILINSKY AS HEALTH CHIEF

Mayor Curley yesterday appointed a new health physician for the Hub, took steps to enlarge the East Boston and Brighton courthouses and speeded up plans for municipal improvements.

He said this was in line with his scheme and pre-election promises to give Boston the extensive repairs it needs. It was one of the busiest days Mayor Curley has spent since inauguration or, for that matter, one of the busiest days any mayor ever had.

Dr. Charles F. Wilinsky, head of Beth Israel hospital, is the new Hub director of child hygiene and health unit work. He agreed to accept the post at the request of the mayor.

Mayor Curley also conferred with the port board members and asked them to make a survey of the harbor and rivers, preliminary to making known to Congress the city's needs.

He also laid the foundation for the new Boston Board of Industry, Commerce and Publicity which he had in mind in order "to put Boston back on the map."

He met with the library trustees and asked them to select sites for two new branches, the money to be authorized by the city council.

In conference with the superintendent of public buildings, he said he would introduce an order at next Monday's meeting of the common council for \$160,000 for another wing to complete the Brighton courthouse. He indicated he would take up Monday the matter of an addition to East Boston courthouse.

Finally, Mayor Curley said he would recommend to the city council adoption of a \$360,000 order for a new steel ferry to replace the Gen. Sumner, in service 29 years.

John J. Martin, president of the Exchange Trust Co. and close friend of Mayor Curley, accepted an appointment as park commissioner, which the mayor jokingly tendered with the remark that Martin, being a fine golfer, might get the city another municipal golf course.

### His Honor Swears In "His Honor"

Mayor James M. Curley of Boston, right, shown swearing in Saul Naglin, schoolboy mayor of Newsboyville, Burroughs County, yesterday, at City Hall. Saul attends the High School of Commerce.



### GLOBE 1/25/30 PM PLAN NEW CONFERENCE ON TERCENTENARY

A call has been sent the chairmen and delegates of 100 cities and towns of Massachusetts having local committees for the 1930 tercentenary celebration to meet at the State House for a fourth conference Monday.

The morning session will be devoted to reports; at noon the delegates will have lunch and hear the city of Boston plans from Mayor Curley, and in the afternoon session, to which the public is invited, Gov Allen and others will speak.

A summary of the day's business will be made by Prof Joseph H. Beale of the Harvard Law School, who is president of the tercentenary conference of city and town committees and who will preside over the day sessions.

### GLOBE 1/25/30 AM

The longer Mayor Curley's plan for consolidation of Boston with the 40 odd towns and cities surrounding it is considered the more practicable and necessary it seems to become.

### GLOBE 1/25/30 PM Must Beat Bowen

McCafferty will have Pete Bowen of Pittsburgh, one of the fastest runners over 440 yards in the country to beat. Bowen is the intercollegiate champion at the distance. Then, there are Arnold Noyes, Junior A. A. U. quarter-mile champion; Norman St. Clair of Syracuse ready. L. H. Andrews of Dartmouth, who had been named, will be unable to compete because of mid-year examinations which will keep him at Hanover, much to the regret of his coach, Harry Hillman.

The Mayor James M. Curley Mile is another event in which the competition looks as being every bit as interesting as in the other feature races. Ray Conger of Illinois A. C. of Chicago, now studying at New York, twice member of the American Olympic team, as well as having beaten such luminaries as Nurmi, Hahn, Leo Lermond and Edvin Wide, is the favorite. This does not mean he is sure to win, for Gus Moore, the colored Pittsburgh athlete; Bob Dalrymple of B. A. A., Frank Lindsay, New England intercollegiate mile title holder; Joe Hickey of New York University, intercollegiate mile champion, and Penrose Hallowell of Harvard are to start. Hallowell is new in such company, but as he bids fair to be the best middle distance runner in the history of the Cambridge institution, he should stand up well in this field.

Post 1/25/30

# WILL STUDY BIG BOSTON IN ENGLAND

Prof. Beale Going to  
London for Mayor  
Curley

Seeking to devise a practical plan for the creation of a greater city, Professor Joseph H. Beale of the Harvard Law School, who was recently elected president of Mayor Curley's conference on metropolitan Boston, will sail for Europe next Wednesday for a six weeks' visit, during which time he will make a special study of the London county council system of federation, at his own expense.

## WILL STUDY PLANS

The determination of the professor to develop a working plan yesterday for submission to the people within 15 miles of the State House was revealed at the third session of the conference, which was held at City Hall in the offices of the City Planning Board.

Before making ready to leave, Chairman Beale mapped out enough work to keep his colleagues busy for six months in surveys and studies of almost every angle of the Metropolitan problem. Dr. Carroll W. Doten, professor of economics at M. I. T., was elected vice-chairman of the conference to preside in the absence of Professor Beale.

It was announced that Professor William Bennet Munro, Harvard expert in municipal government, now on sabbatical leave at Los Angeles, will return to this city within a few days and lend his aid to the conference.

## Additions to Conference

Roger W. Babson of Wellesley Hills yesterday delegated Leroy D. Peavey, director of his research laboratory, and F. Gardiner Perry of the Babson organization, to represent him in the deliberations of the conference.

William J. Barrett of the Metropolitan Life Insurance Company was appointed chairman of the sub-committee on economic and social considerations for the creation of a Greater Boston, and March G. Bennett, a pioneer in the work, was appointed chairman of the sub-committee on the political organization of a Metropolitan district.

# HUNDREDS SEEK JOBS IN BOSTON

Situation Is the Worst  
in Years, Says  
Director

The employment situation in Boston is at the lowest ebb it has been in the last 25 years, at least, and the solution of the problem rests with Mayor Curley and him alone, John J. Shields, newly appointed director of the Municipal Employment Bureau at Haymarket square, said yesterday.

## TOTAL IDLE LARGE

It is impossible to give an accurate estimate of the total number of unemployed in the city, he said, but the number is certainly large. Twice as many are out of work now as were in 1927, when 80,000 men were said to be without jobs.

Last week, 754 new men, and about 300 new women were registered with the city bureau as job seekers, and about an equal number will apply this week, whereas the average weekly registration is about 200 at this time of year, under normal conditions.

In the building trades alone, 13,000 are estimated to be unemployed. The figure applies only to mechanics living in Boston, Mr. Shields added. A picture of conditions may be had daily at the Overseers of the Public Welfare, on Chardon street, where yesterday 800 men worked chopping wood in order to get relief in the shape of a grocery order. Usually, there are only about 30 men so engaged, although the number sometimes ranges as high as 60 in the winter time, under normal conditions.

The lack of snow has added to the unemployment burden, too, he stated. Ordinarily, snow removal provides labor for a large number of men, but this year there has been almost no snow, and consequently little relief has come from this source.

Business and mercantile houses generally throughout the city are either laying off employees, cutting them down on hours of pay, or asking employees to take short vacations without pay at the present time, according to reports from three or four men who go out on the streets of the city daily investigating for the bureau, he said.

But, he added, there is hope of alleviating conditions if Mayor Curley's programme for extensive building should be adopted and work commences at once. That would relieve the building trade situation directly, would provide ample employment for day laborers, and would help out in other lines of employment indirectly.

# HUB HOTEL MEN ON WINTER TRIP

Carry Curley Invitation  
to People of Cuba

Leaving the South Station on special cars aboard the noon train yesterday for New York, about 40 hotel men and their wives, members of the Massachusetts Hotel Association, led by Emile F. Coulon, proprietor of the Hotel Westminster, started on their winter ramble that will take them to Havana, Key West and will wind up at Hollywood, Fla. The party will sail from New York abroad the S. S. Lapland today for Havana.

Some of the members will stay aboard the Lapland and continue on to Nassau, Bermuda, and back to New York. Others will go from Havana over the tees to Key West, and down through Miami to Hollywood, where they will be entertained by William M. Kimball, owner of the Hotel Preston, Beach Bluff, Mass., who is also managing director of the Hollywood Beach Hotel. From there the party will visit the principal resort centres of Florida, before returning to Boston.

Mr. Coulon is carrying an official greeting and invitation from Mayor James M. Curley to Mayor Miguel Gomez of Havana, in which Mayor Curley extends the greetings of the city of Boston to him and his people and cordially invites them to visit Boston during our Tercentenary this year.

# HERALD 1/25/30 CURLEY ENLISTS AID OF PORT AUTHORITY

The Boston Port Authority, in conference with Mayor Curley, yesterday, agreed to make an immediate survey of the harbor and rivers flowing into it in order that a definite program can be prepared preliminary to seeking federal appropriation for necessary work in the next rivers and harbors bill.

The members of the Port Authority also agreed that they would co-operate with the movement to re-establish the industrial and commercial prestige of Boston. Richard Parkhurst was delegated as the representative on the mayor's committee.

# TRANSCRIPT 1/25/30 Chinese Admiral Will Be Guest of City

Admiral Tu of the Chinese Navy will be a guest of the city tomorrow. He is making an inspection of the Portsmouth Navy Yard today and will arrive in Boston this afternoon at 5.30. During his visit the admiral and his party will be taken for a sightseeing tour, leaving late tomorrow for Newport, where he will inspect the Naval War College on Monday.

The mission of which Admiral Tu is the head is endeavoring to secure information on training, organization and equipment. Admiral Tu was born in 1875, received his training and education in China, was commander-in-chief of the Chinese fleet in 1922 and 1923, minister of the navy in 1926, and at times acting premier. While in Boston he will stay at the Copley-Plaza.

*HERALD 1/25/30*

## President Hoover May Visit Boston To Deliver Tercentenary Address

[Special Dispatch to The Herald]

WASHINGTON, Jan. 24—President + officials, asked the President Wednesday to do everything possible to honor Massachusetts with a visit and speech in connection with the tercentenary exercises.

Louis K. Liggett, acting informally for Gov. Allen and the tercentenary

John Jackson Walsh, acting president of the Massachusetts Bay tercentenary committee, said last night that it was confidently expected that the President would visit Massachusetts during the tercentenary celebration. He said he did not know that any official invitation had been sent to him and thought that the formal invitation would be extended by Gov. Allen.

*HERALD 1/25/30*

### GREATER BOSTON AGAIN

Larger units of government are as inevitable as the larger units of business which now dominate the business world. Like many of the business customs which have disappeared or are fast dwindling away, numerous laws, judicial and legislative practices and governmental units are survivals of a period when life went to a slower tempo, and society and the requirements of existence were essentially different from those of the present age. Small administrative units are doing at great expense the work which larger units could do far better and much more economically. Within the area of Greater Boston are many overlapping agencies which continue, not because they are really needed in all their multiplicity but because they are part of the old order of things. Just as public legislation does not keep pace with public opinion, governmental development lags behind the development of privately controlled enterprises.

Whether it comes under Mayor Curley, who has given it fresh impetus, or under a successor, a Greater Boston of some kind, in which various agencies of government will be co-ordinated as one, is bound to emerge. That "sales resistance" which now exists in various outlying communities is certain to disappear when they realize the advantages which will accrue to them. Sentiment, rather than any demonstrable advantage which inheres in the present system, explains the opposition to the Mayor's general proposals. This honest prejudice will disappear when a strong case is made out for a Greater Boston of some kind, and Prof. Joseph H. Beale of the Harvard Law School, who heads the Mayor's committee now surveying the field, is an excellent man to prepare and present the case. The citizens of the Metropolitan area are much too intelligent to stand out indefinitely against an arrangement which will preserve for them everything of value which they now have and add such advantages as have followed the unification of the London area.

*Post 1/25/30*

## WOULD NOT JOIN BOSTON

### Casassa Favors Federa-tion of Greater Boston

Opposition to any merger with Boston was expressed in a statement issued yesterday by Mayor Andrew A. Casassa of Revere, but a favorable attitude was indicated toward a confederation of Greater Boston cities and towns, including Boston.

Mayor Casassa charged that "The history of all large cities shows that there have been outstanding cases of graft and corruption. This has not been due so much to the officials that have been at the head of the government as it has been because these cities have grown to such proportions that they have been hard to handle."

"In a small community," said Mayor Casassa, "the officials are much closer to the people, the affairs of government are familiar to all its citizens and as a result better government is assured."

*Post 1/25/30*

### CITY HALL NOTES

Relief of congestion at the Brighton and East Boston court houses will be provided without delay, Mayor Curley revealed last night. He declared that he will ask the council at its next meeting to approve a loan order of \$109,000 for an additional wing at the new Brighton court house, and he has called a Monday conference of the East Boston district court justices to outline plans for expansion.

While plans for the construction of the proposed \$16,000,000 East Boston traffic tunnel are under discussion, Mayor Curley will send the City Council a loan order of \$350,000 at its Monday session, seeking approval of the purchase of a new ferryboat to replace the General Sumner. The old boat has been 29 years in service and repairs would cost \$200,000.

Upon the completion of the traffic tunnel the new boats would be retained for service, as only one ferry line will be discontinued.

Dr. Charles F. Wilinsky, director of the new Beth Israel Hospital in the Fenway, was called back to city service yesterday by Mayor Curley to aid in the administration of the child hygiene work at the George Robert White health units.

Before assuming direction of the new hospital Dr. Wilinsky, as deputy city health commissioner, carried out Mayor Curley's plan for the erection of health units with the income from the \$6,000,-000 White fund. About two years ago he obtained a leave of absence to open the new Beth Israel Hospital, and since that time other cities have been making him flattering offers to accept posts in public health service, the Mayor said.

HERALD 1/25/30

# BROOKLINE HITS BIG BOSTON PLAN

Rowley Says Town Will  
Not Give up Local Gov-  
ernment and Resources

## SEES SOME MERIT IN BOROUGH SYSTEM

By EDWARD DRUAN

(This is another article in a series setting forth the attitude of mayors and selectmen toward Mayor Curley's proposal for a Metropolitan Boston possibly on the lines of the London borough system.—Ed.)

While conceding that Mayor Curley's plan for a Metropolitan Boston has in theory much in its favor, Charles F. Rowley, chairman of the board of selectmen of Brookline declared yesterday that Brookline will not sacrifice its local independence and the major functions of its government to any such plan.

If a system somewhat on the lines of the London borough form of government could be worked out and be conducted, free from politics, by capable men appointed and not elected to office, the scheme might appeal to the communities around Boston, he said. He suggested in this connection the possibility of a metropolitan fire and police system.

### HITS EXTRAVAGANCE HERE

Concerning a close alliance with Boston, he asked caustically whether Brookline could be criticised for refusing to lend its resources to Boston, "to be exploited with the extravagance, carelessness and at least the color of political graft which has appeared to be true in Boston during the past quarter century."

Chairman Rowley's comment on the proposal was as follows:

The suggestion of Mayor Curley that a metropolitan Boston be formed somewhat on the lines of the London borough system has in theory much in its favor. If such a system could be worked out free from party politics, operated by commissions composed of men chosen for their ability, honesty and experience, and not elected because of their political popularity regardless of their fitness to hold office, the scheme might appeal to the municipalities surrounding Boston and which now enjoy political autonomy. The reason the metropolitan park, water and sewer systems have worked as well as they have since their creation has been due largely to the fact that the members of these commissions have been appointive and not elective officials. It is a sad commentary on the political life of America that a man in public office is, generally speaking, popular in the inverse ratio to his efficiency. Unfortunately, the desire to gain and to hold

executive once too frequently has called forth men of limited ability, of doubtful integrity, and of willingness to grant special favors rather than properly to administer their offices.

### POLICE, FIRE DEPARTMENTS

It may well be that under a system similar to our metropolitan district commission a metropolitan fire commission and a metropolitan police commission could be organized covering an area within 15 miles of the State House, provided the members of such commissions were appointed to office and the departments were kept free from politics. A consolidation of the fire departments would save much duplication of apparatus near the borders of the municipalities within the metropolitan area, would give a much better distribution of apparatus and of firemen, and would result in marked economies and increased effectiveness.

Mayor Curley in his recent inaugural address spoke of the "smug complacency" with which the other cities and towns within a radius of 15 miles of Boston conduct their business. This is a novel method of characterizing economical and honest administration of municipal affairs. We know in Brookline that when we are called upon to spend \$100,000 of public money we will receive full value in return, and that it will be spent without graft or incompetent oversight. Brookline has today a valuation for local tax purposes in excess of \$170,000,000. It raises from various sources approximately \$5,000,000 each year. Our tax rate is \$19 a thousand. Can you call Brookline wholly selfish because it is unwilling to turn this enormous source of revenue into the coffers of the city of Boston, to be exploited with the extravagance, carelessness, and at least the color of political graft which has appeared to be true in Boston during the past quarter of a century? Mayor Curley had scarcely entered office this month before the papers headlined charges of graft in various departments of the city of Boston under the former administration. In the long history of Brookline not an intimation has ever been made that any department head was guilty of any impropriety in the conduct of his office. Were we to be merged with Boston our tax rate would undoubtedly jump, much of our revenue would be spent elsewhere than in the Brookline district, and Brookline would become Boston's back yard, lying on the outskirts, and consequently getting what was left after central sections of the city had been taken care of.

### ONCE INDEPENDENT

Brighton and Hyde Park were once independent municipalities. They became annexed to Boston, and the consequences are apparent to any one who travels through those sections. The conditions of their streets alone are enough to

convince any voter of what would befall Brookline were we also to become annexed to Boston. But the condition of the streets represents only one of many ways in which Brookline would be the loser. Our schools, our parks and playgrounds, our department of public health, the collection of refuse, snow removal, our gymnasium and baths, our public libraries all would suffer because of the lack of funds with which adequately to maintain them, and because of the cheap ward politics which would enter into their administration. Boston is constantly in a political turmoil. "To the victor belong the spoils" might well be engraved over the entrance to the Boston City Hall. Her department heads are subject to the whims of each incoming administration. On the other hand,

Brookline for generations has followed the policy of maintaining in all appointive offices men of demonstrated ability and honesty, regardless of frequent changes in the elected administrative boards which have the power to make appointments. The superintendent of our streets, of our water department, of our park department, our town engineer, our chief of police and the chief of the fire department continue to hold office year after year because of their proven worth, and it never occurs to those having the appointing power to remove or to replace them for political reasons. This is the chief reason why the municipal affairs of Brookline are conducted so economically, so honestly, and on such a businesslike basis.

If a city is to be judged by the quantity and not by the quality of its citizenship, and if it will enhance Boston's reputation as a commercial and industrial center to be able to report a population far in excess of a million, Brookline would have no objection to having its population included in a "Greater Boston." Brookline is ready, in so far as it consistently can, to permit Boston to capitalize and to take advantage of the density of population and community of interests which exists in the metropolitan area. But Brookline will not consent to surrender its local self-government, the collection and expenditure of its own revenues, the election and appointment of its own officials, and the administration of its schools and many other departments.

MONITOR 1/27/30

## NEWSBOYS INDUCT THEIR NEW 'MAYOR'

With all of the ceremonial dignity, Saul Naglin has just been sworn in as mayor of Newsboyville. James M. Curley, Mayor of Boston, officiated at the induction which gives effect to the new "administration" of the "city" chartered by the Burroughs Newsboys Foundation.

Mayor Curley also administered the oath to the five councilmen who represent the wards of Newsboyville. They are Morey Franklin, Paul Jones, Fred Weinstein, Benjamin Fine and Samuel Orkin. The plan of the foundation's "city" is to teach government through government, to develop leadership and to aid the newsboys through facilities for vocational guidance.

# Speakers Score Congressmen at Protest Meeting

## "Timidity" Blamed for Navy Yard Layoffs and Discrimina- tion Against Boston

At an overflow mass meeting in Faneuil Hall last night, under the auspices of the Charlestown Metal Trades' Council, in protest against the laying off of workmen at the Navy Yard, several speakers scored senators and congressmen representing New England charging them with "timidity," and with "reluctance to demand what we are entitled to, thereby allowing discrimination against New England industry in a manner that is unjust and unwarranted."

Robert Fechner, representing the Machinists' International, asserted that New England has never benefited by having a big representation at Washington and declared that "we had President Coolidge from this State there for six years, six of the worst years the Boston Navy Yard ever went through. Now we have a Secretary of the Navy, who tells us that nothing can be done."

Lieutenant Governor William S. Youngman said he is ready to take any action necessary to serve notice on the people at Washington that the Government of Massachusetts disapproves of present discrimination against the Navy Yard and its employees and that it must be stopped. "Parity in the awarding of the work is what we are seeking and I want Washington to know that Massachusetts is in earnest about it," he said.

Frank S. Davis, general manager of the Maritime Association, Boston Chamber of Commerce, said: "We must face squarely the question of international policy now under discussion abroad, against which the citizens of the United States cannot protest—as it may result in the limitation of armament. But this discussion does not warrant the present discrimination against Boston."

### Resolution Adopted

Theodore A. Glynn, as representative of Mayor Curley, offered all assistance necessary to help place the Charlestown Navy Yard in the position in which it rightfully belongs. Frank H. McCarthy, general organizer for the American Federation of Labor, presided. The following resolution was unanimously adopted:

"Whereas, metropolitan Boston, one of the United States' largest and most influential sections and largest industrial areas, has definitely subscribed to the national attempt to revive and maintain our national prosperity, the Metal Trades Council of the Charlestown Navy Yard brings to the attention of the citizenship of this community the problem of hundreds of bona fide skilled and fairly paid mechanics who have been relieved of their employment at the Charlestown Navy Yard;

"Without questioning the advisability of reducing armament and in turn not asking for more naval equipment, Metropolitan Boston has a right to review the equal allotment of any and all construction and maintenance."

"Facts are at our disposal indicating that Boston is not receiving the amount

proportionate to our ability in terms of plant equipment, location and mechanical forces."

"The port of Boston is not being recognized as the important, economic, efficient and accessible port of entry that it is."

"The distribution of wages, purchasing of supplies and many other factors that go to make up the usefulness of such an enterprise are being neglected and denied."

"The Metal Trades Council is but one factor in this whole problem. They now suggest that each group representing the diverse interests of Metropolitan Boston join with them in further discussion of this problem within the very near future. The object of this proposed conference is:

"To secure a thorough and adequate knowledge as to the allotment of work and moneys to be spent by the Naval Department;

"To ascertain what proportion could be reasonably expected for the Charlestown Navy Yard in Boston:

"That this information be made known to various civic, social and governmental agencies of this community.

"That at a subsequent meeting ways and means be devised for a permanent co-operative understanding within this group to foster and maintain the Charlestown Navy Yard in its proper and fitting place in the Navy Yards of our nation."

"That this committee be further instructed to ascertain the money losses accrued to this community by intermittent and uncertain assignment to this Navy Yard.

"The Metal Trades Council of Charlestown offers its good services in the assembling of a further meeting requesting

the governor of Massachusetts, the senators in the House of Congress, congressmen of Metropolitan Boston, the mayor of Boston, with other mayors of suburban Boston, the Chamber of Commerce, the New England Council and such other civic bodies as may be interested to join with them and the labor movement in the carrying out of such proposals."

## Prof. Beale to Sail for Borough Study

The committee appointed by Mayor Curley to develop a plan for a greater Boston met yesterday for organization and received the announcement from Professor Joseph H. Beale of Harvard that he would sail on Wednesday for England to make a study of the London borough system. Professor Carroll W. Doten of the Massachusetts Institute of Technology will serve as acting chairman and Professor William B. Munro, head of the department of government at Harvard, will return from California to take part in the work of the committee.

Leroy D. Peavey, director of the Babson Institute, and F. Gardiner Perry will represent Roger Babson of Wellesley on the committee. Marsh G. Bennett was appointed chairman of the subcommittee on political organization to study the problem of the cities and towns that should be included in the metropolitan area idea. William J. Barrett, statistician, was appointed chairman of the subcommittee for social and economic considerations, and the editors of the newspapers within the metropolitan district will make up the subcommittee on publicity.

## New Ferryboat and Courthouse Wings

Mayor Curley will recommend to the City Council on Monday an appropriation of \$350,000 for a new steel ferryboat for the East Boston service to replace the General Sumner which has been in use for twenty-nine years, and will also recommend an appropriation of \$160,000 for an additional wing at the Brighton courthouse. The mayor will confer with the judges of the East Boston district court on Monday about additional courthouse accommodations in that district.

## Dr. Wilinsky Again for Health Units

Dr. Charles E. Wilinsky, whose argument in favor of the establishment of health units under the George Robert White Fund, convinced Mayor Curley in his previous administration that the policy should be pursued, will return to his old position as director of child hygiene and of the health units in the city health department. Two years ago he retired to assume the superintendency of the new Beth Israel Hospital, making known at the time that his absence from City Hall would be only temporary. Mayor Curley considers him one of the highest authorities in the country on child hygiene work.

GLOBE 1/25/30

## JOE HICKEY ENTERED IN JAMES M. CURLEY MILE

In the James M. Curley mile, Joe Hickey of New York University, like Bowen and Edwards, is an intercollegiate champion. Hickey, too, is new to Boston, but his race against Ray Conner of Illinois A. C. of Chicago, many times victor over the leading runners of this country; Bob Dalrymple of Boston A. A., Frank Lindsay of University of Maine, New England intercollegiate champion, and Penrose Hollowell of Harvard, who has all the promise of being great before he is through with his three years of varsity competition, makes the field an interesting one.

It has been announced that Bill Cox, ex-Penn State champion, was to run, but a little mixup in names caused the report to be circulated. It is W. D. Cox of Yale who is to compete in the two-mile and not the ex-intercollegiate champion.

AMERICAN 1/25/30

## Mayor and Port Advisors Confer

Mayor Curley held his first official conference with the Boston Port Authority, created by an act of the last Legislature. The members of the board were selected by Ex-Mayor Nichols.

It was agreed to make an immediate survey of Boston harbor and the rivers flowing into it so that a definite program could be mapped out preparatory to asking appropriations in the next Federal Rivers and Harbors bill for necessary improvements.

CLOSE 1/25 AM

## GREATER BOSTON BOARD ORGANIZES

Mayor's Committee Hears  
Plans Outlined

Prof Beale Will Sail to Study London  
Borough System

Mayor Curley's committee, appointed a week ago to develop a plan for a greater city in the metropolitan district, met yesterday at the offices of the City Planning Board at City Hall, and effected a permanent organization. The committee outlined its procedure and appointed subcommittees in an effort to bring about results as shortly as possible.

The chairman of the committee, Prof Joseph H. Beale of Harvard, will sail Wednesday for England to make a study of the London borough system of government.

Prof Carroll W. Doten of Massachusetts Institute of Technology will serve as acting chairman in the absence of Prof Beale, and Prof William B. Munro, head of the department of government at Harvard, will return shortly from California to take part in the deliberations of the Mayor's committee.

Leroy D. Peavey, director of the Babson Institute, and F. Gardner Perry will represent Roger Babson of Wellesley on the committee.

Marsh G. Bennett was appointed chairman of the subcommittee on political organization to study the problem of the cities and towns that should be included in the metropolitan area idea.

William J. Barrett, statistician, was appointed chairman of the subcommittee for social and economic considerations, and the editors of the newspapers within the metropolitan district will make up the subcommittee on publicity.

## CURLEY TO ENLARGE DISTRICT COURTS

Promises Action in East  
Boston and Brighton

The district courts of East Boston and Brighton will be given additional accommodations before the year is ended, Mayor Curley said yesterday when he announced that he would recommend to the City Council that \$160,000 be appropriated for an additional wing for the Brighton Court.

When the building was built a few years ago it was intended that it should have two wings and only one was erected. The other will shortly be built to meet the pressing need for additional room.

Monday, Mayor Curley will confer with the justices of the East Boston District Court and Supt of Public Buildings John P. Engert, relative to additional quarters for the court. In his previous administration Mayor Curley acquired a site, approved plans, and urged immediate action, but no funds were made available by the succeeding administration.

## JOHN J. MARTIN NAMED MEMBER OF PARK BOARD

John J. Martin, president of the Exchange Trust Company, was named a member of the Board of Park Commissioners yesterday by Mayor Curley. Mr Martin, who lives at 132 Commonwealth av, is an enthusiastic golfer and may direct his attention toward additional golf facilities.

The place given Mr Martin has been filled by an acting commissioner since the resignation of Charles A. Coolidge. Mayor Curley offered the post to Mr Coolidge, but he declined because of his health.

Charles D. Maginnis, Boston architect, was also sought but recently accepted a place on an Art Museum board, preventing him from taking additional duties.

## URGES MORE BRANCHES FOR PUBLIC LIBRARY

The trustees of the Boston Public Library conferred with Mayor Curley at City Hall yesterday afternoon, and the Mayor expressed the opinion that the library department should establish two branch libraries each year.

Mayor Curley made no suggestion as to the location of the first two branches in carrying out the new policy, and the trustees will shortly designate sites for the proposed branches.

## DR WILINSKY RESUMES CHILD HYGIENE WORK

Dr Charles F. Wilinsky, who temporarily retired as deputy health commissioner of this city a couple of years ago to direct the new Beth Israel Hospital in the Fens, conferred with Mayor Curley at the latter's invitation at City Hall yesterday afternoon, and agreed to resume his former duties as director of public health units in charge of child hygiene.

Dr Wilinsky will direct the work for the city in connection with his duties at the hospital. Dr Wilinsky established a national reputation in child hygiene work a few years ago when Boston established its first health unit at the West End with funds made possible by the will of the late George Robert White.

Dr Wilinsky has from time to time declined offers to New York and other large cities of the country to direct child hygiene work, but agreed to return to his former duties in the municipal service with the understanding he would not have to relinquish his hospital connection. Mayor Curley, following his talk with Dr Wilinsky, said he felt that Boston was particularly fortunate in again obtaining the services of Dr Wilinsky.

## ADMIRAL TU IS VISITOR IN BOSTON

Admiral T. K. Tu, commander-in-chief of the Chinese fleet, 1922-3, Minister of the Navy in 1926, and sometime



ADMIRAL TU

acting Premier of the Flowery Kingdom, is a Boston visitor today.

Arriving from the Orient at San Francisco a month ago, Admiral Tu and his entourage, including three officers and two civilians, have since been visiting the principal Naval stations of the United States, observing training, organization and equipment.

The visitors spent part of yesterday at Portsmouth Navy Yard, and arrived in Boston last evening, stopping at the Copley-Plaza. Mayor Curley delegated J. Philip O'Connell, director of public celebrations, to extend to them today the hospitality of Boston.

Director O'Connell will tender the party a luncheon this noon, and then will conduct the visitors for a tour of Boston's historic landmarks.

At 3 this afternoon, the party was to entrain for Newport, R I, for a visit to the Naval War College.

Admiral Tu, 55 years old, received his education and training in his native land.

## RETH REPORTS HELPING 300 VETERANS TO JOBS

Soldiers' Relief Commissioner John W. Reth, the newly appointed State Fire Marshal, who is continuing his duties at City Hall pending the confirmation of his successor, Capt John J. Lydon, yesterday issued a report of the employment division of the Soldiers' Relief Department, established by him in April of last year. Under the supervision of Joseph E. Reilly more than 300 applicants have been placed in either permanent or temporary positions by business men.

AMERICAN 1/25/30

## Curley Awards

### Iron Contracts

Mayor Curley today awarded a contract for 200,000 pounds of iron branches and curves to the Gibby Co. of East Boston.

He also awarded a contract for 250,000 pounds of iron castings for water service to Mechanics Iron Foundry Co. of Boston, at \$4.95 per hundred, and another for 200,000 pounds of pipe stock for the water service to E. L. LeBaron Foundry Co. at \$4.45 per hundred.

GLOBE 1/25/30

# WOULD UNITE FOR “CENSUS ONLY”

## Express Opposition to Merging Of Local Governments

Survey by the Globe of the opinion of the Mayors of the principal political units of Greater Boston shows that most of them accept the desirability of having Boston recognized as a city of 2,000,000 people. For census purposes most of them would be glad to have their residents counted as part of the population of a metropolitan city of Boston.

But beyond the counting of heads for the census taker, they mostly approach very warily the idea of a closer communion with Boston. Their reservations range from “unalterably opposed” to acceptance on condition that complete political equality with Boston proper can be assured and if efficient conduct of local affairs is not impaired.

The Globe asked the Mayors of Somerville, Quincy, Cambridge, Everett and Waltham, who heard Mr Curley present his Greater Boston plan Thursday night, and the Mayor of Revere, who had expressed his interest in the meeting, to say what they thought about a Greater Boston.

### Mayor O'Neill of Everett

Before any plan for a Greater Boston can be acceptable to the outlying cities, insists Mayor Michael C. O'Neill of Everett, they must be guaranteed that they will stand in political equality with Boston. “Any plan to make the outside cities boroughs of Boston must also divide Boston proper into boroughs of substantially the same size and of equal political strength with the outside boroughs,” he says.

“If this borough organization could be worked out so that we could stand equally, then the outside cities might be persuaded to surrender their local rights, feeling that all parts of the greater city would stand in the same boat.

“I should be perfectly willing to see a Greater Boston, provided Everett did not lose its identity and provided that many of its interests should be kept under local control.

“For one thing I should want the planning and zoning to remain under local control. General planning for the

metropolitan area should be achieved by consultation. But the zoning and boards of appeal should remain local. I don't want Everett turned into an industrial zone for Greater Boston with no protection to its residents. I don't want Everett to be cancelled off, like Charlestown, and thrown on to the ash heap.

“I think that before we are through with it, a plan for a Greater Boston will be worked out.

“As a footnote to any opinion that any of us may have on the question at present, I should say that Mayor Curley's putting the Mayors of the outside cities in the same class with hog reeves and fence viewers is typical of his arrogance and does not make for friendly cooperation. The healthiest thing for the state of public opinion while the Greater Boston question is being studied by experts would be for Mayor Curley to give the public a rest and go back and sit down.”

### Mayor Duane of Waltham

Mayor Patrick J. Duane of Waltham is “not afraid of Boston” and is convinced that a metropolitan city is coming for Greater Boston. But he is not persuaded to all of Mayor Curley's ideas on the subject and insists particularly that the communities now separate from Boston must not lose their local individuality and the efficient conduct of their local affairs in becoming units in a metropolitan city.

“Mayor Curley has made a scholarly and eloquent presentation of his plan for a Greater Boston,” says Mayor Duane. “But like most eloquent presentations, logic is lost sight of. He asks the outlying cities to unite with Boston. These cities now have control over their affairs to an extent that Boston does not, notably over their Police Departments. He offers as argument that Boston is now charged with the cost of a retaining wall along the South Shore and with maintenance of Revere Beach. What will it profit Waltham to come in for a share of these costs which he protests against?

“There should be some getting together of all these cities for their mutual advantage. On certain matters, they should unite. But this should be done without requiring the outside cities to surrender all their local rights.

“I am not afraid of getting together with Boston. There is no foundation

for this local fear of Boston. The idea of a metropolitan city ought to be met. Sooner or later it must be met. This area around Boston should figure as a metropolitan city. I am not afraid of it. But when it comes the communities now separate from Boston must be protected in local rights. They should not lose in the efficient conduct of their local affairs by becoming units in a metropolitan community.

### Mayor Murphy of Somerville

“For census purposes alone,” Mayor John J. Murphy of Somerville would be willing to have Somerville included in metropolitan Boston. But he is opposed to any union of political function with Boston.

“The loudest objections to the outlying communities merging with Boston,” he says, “comes from Bostonians who have moved out of Boston so that they could have their homes in communities whose form and type of Government appealed to them more; where they could have a measure of control over their community affairs.

“Somerville would never tolerate such an expenditure as the \$1,750,000 spent on Exchange-st widening. That is just one instance of what happens when cities are so big that the Government is not close to the people. We realize that for census purposes it would be an advantage to the whole area to be able to say that Boston is a city of 2,000,000 in a circle of 15 miles radius. But from the point of view of good Government, size is not an advantage. In a smaller city when we go to the polls we know the candidate we are voting for. In a great unit this is not possible.

“Somerville became independent of Charlestown in 1842. Look at the progress Somerville has made as compared to Charlestown's condition as part of Boston. There could be no more striking contrast. Look at Hyde Park! Since annexation to Boston the residents have lost all civic interest in Hyde Park. Go out and ask them what they think of their streets.

“We realize that Boston is at the end of her rope and I agree that she is entitled to relief. Boston is throttled by State House control of her Police Department, her Finance Commission, her Excise Commission. Her tax rate is set by the State Legislature and Boston is compelled to pay all the expenses of Suffolk County. She has no home rule. If Somerville joined Boston we would be compelled to submit to State control of our local affairs in the same way.

“Already the cities in the metropolitan district are losing their functions to the Metropolitan District Commission. Somerville pays almost \$500,000 a year for metropolitan district assessments, for water, sewerage and parks, over which we have no control. We pay \$65,000 a year to support the park system and what do we get out of it in Somerville? Five band concerts. We are paying toward the Northern Artery and the Southern Artery and the Metropolitan Planning Division. We will be called upon to pay for extensions of the Boston Elevated and for separation of grades on the Northern Artery.

“All the other cities share this burden with Boston. Now here's my solution to Boston's problem and our own, too. I am calling a meeting for Feb 3 in Somerville of all the Mayors and chairmen of Selectmen in the metropolitan district to take up the question of repossessing ourselves of the municipal functions that have been taken away from us and delegated to the Metropolitan District Commission.

GLOBE 1/26/30

"I am going to propose that a board of the Mayors and Selectmen be constituted to supervise and control the operations and projects required to be for the district as a whole. This board of elected officials could accomplish everything that the district commission accomplishes, and everything that a Greater Boston could accomplish, in a more effective and economic manner, without losing the political identity of the separate cities.

#### Mayer Cassassa of Revere

Mayor Andrew A. Cassassa of Revere is "unalterably opposed to any merger of Revere with Boston." But he suggests the possibility of a "federation of cities."

"I would favor a federation of cities, somewhat similar to the North Shore Municipal League, which we organized last year to bring about closer cooperation between neighboring cities in the matter of legislation, finance and other mutual problems," he says.

"Through a mutual aid system, Revere, Chelsea, Everett and Malden are now united in providing fire protection. Other similar situations can be taken care of by a league of municipalities, but I believe that each community should retain its own independence.

"The outstanding argument presented for a Greater Boston is that it would move Boston from eighth to fourth place in the census rating, increasing the population figures from 800,000 to 2,000,000," Mayor Casassa said.

"Of course, that would be of some benefit, but not enough to offset the many disadvantages of such a plan.

"The main function of a City Government is to provide its citizens with water and sewerage, adequate schools, police and fire protection, and health safeguards.

"Revere, just like every other city in Metropolitan Boston, is fortunate in its water and sewerage. Both are taken care of under the Metropolitan system, which assures the best at a lower cost than if handled in any other way.

"Under the present Metropolitan system, improvements to water and sewerage cost less because the State's credit is back of all borrowings, effecting a saving in interest of from 1 to 1½ percent.

"Boston itself has been most fortunate in being a part of the Metropolitan District. If Boston had to depend on its own resources the cost of its park, water and sewerage would be staggering. The fact that Boston at the present time is enjoying these things at a low cost and that a change from the present system would cost the city of Boston many more thousands of dollars each year should not be overlooked.

"Other municipal functions are now being properly handled in the various cities and towns of Metropolitan Boston, perhaps much more so than if included in an area so large that it would be difficult to manage.

"The history of all large cities shows that there have been outstanding cases of graft and corruption. This condition has not been due so much to the officials that have been at the head of the Government as it has been because these cities have grown to such proportions that they have been hard to handle. In a small community the officials are closer to the people, the affairs of the Government are familiar to all its citizens, and as a result better government is assured.

"Revere is a fast-growing community, having developed much faster within the past 10 years than Boston, and future prospects point to Revere continuing its forward stride. It has every advantage in retaining its identity and no advantage in merging with Boston.

New England has progressed and gained Nation-wide approbation because it has been composed of individual small communities, each retaining its own Government and individuality. The civic pride in each of these communities has been at a high level because each citizen had the interest of his individual community at heart. Their Government was close to them."

#### Mayer McGrath of Quincy

Mayor Thomas J. McGrath of Quincy said:

"The Mayor of Quincy attended the banquet of the Massachusetts Real Estate Exchange and heard with interest the speeches of Prof. Bea and Mayor Curley in support of the Greater Boston movement. Nothing that was said, earnest and sincere though both speakers were in their advocacy of the idea of a big Metropolitan city, could be sufficient reason for the towns and cities surrounding Boston to give up their present independent status.

"The borough system, as worked out in London and New York, means a cumbersome and costly method of municipal Government, but it is extremely doubtful if the mere addition to population is the fundamental or even an essential factor in the making of these two great cities.

"New York certainly was the premier American city long before federation, and this was due to its fortunate position on the Atlantic seaboard, to the fact that it was the natural gateway to an expanding and productive hinterland, and to the circumstances that a city so well situated naturally drew investments and workers to it.

"I think most of us who listened to Mayor Curley's earnest plea for an industrial renaissance for Boston believe it will be heartily supported by everyone in this section. We all realize that the Metropolitan area as well as the State is wholly unable to furnish adequate employment for all its citizens. This is due to the fact that New England has lost its industries and that, therefore, the great bulk of its wage-earners are employed in the so-called non-productive fields. It is hard to see, however, how a mere amalgamation with outside cities could possibly help Boston to regain what she has lost in commerce and industry.

"New England, as well as its Metropolitan city, has suffered from the keen competition of other sections, and added to this is a loss caused by the disloyalty of interests, which should have every reason and every incentive to boost Boston. The greatness of a city is as much dependable on personal loyalty as on any one cause.

"One reason why the outside communities might refuse all pleas for consolidation lies in the possibility that they would be called upon to bear a disproportionate share of the cost of some of the big projects Boston has in mind.

"The Mayor, in his address, admitted that the financial resources of his city were inadequate and the inference which some of us drew was that our resources were to be tapped to carry these matters through.

"As I have stated time and again the outside communities are in sympathy with every measure to advance the interests of Boston. We all know that the city furnishes employment to thousands of men and women and we also know that the earnings of this vast army are to a considerable extent spent in Boston. The main opposition of His Honor concerns all New England, and particularly Massachusetts, and if out of this a-ta on some means can be found to bring back the migratory industries and 100,000 thousands of skilled workmen, I am quite certain that neither Boston nor Quincy

would be compelled to pay much attention to square miles or population figures.

"The wealth of a city is in industry and contented workers, and to Mr. Curley's efforts in this direction the people of the whole State will give him earnest and sincere encouragement."

#### Mayer Russell of Cambridge

Mayor Richard M. Russell of Cambridge has not had time as yet to prepare a comprehensive statement on his attitude on the matter but he does agree with Mayor Curley on many points, he said last night. He remarked that there are many phases he would like to sit down and discuss with the Boston Mayor but would rather not put them into a statement until he has had more opportunity to study the situation.

Mayor Russell said that Mayor Curley is right when he says that tax exempt property presents a big problem and he feels that Cambridge has always received an unfair allotment in the distribution of Metropolitan improvements.

## ADMIRAL T. K. TU TO VISIT BOSTON

### Chinese Group to Inspect Navy Yard Tomorrow

The people of Boston, represented by J. Philip O'Connell, director of public celebrations, will be host tomorrow to Admiral T. K. Tu, who has for a month now been touring the United States, inspecting navy yards with a view to assembling data upon which to revive a navy for China.

Admiral Tu and his entourage, consisting of three officers and two civilians, spent the day today at Portsmouth Navy Yard, and was to return to Boston this evening, making his headquarters at the Copley-Plaza. Tomorrow the party will be conducted on a tour of the city, including a visit to Charlestown Navy Yard, by Director O'Connell.

Late tomorrow afternoon the visitors will entrain for Newport, R. I.

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# MICRODEX

No. 2



## **MICRODEX AUTHENTICATION GUIDE (M-II)**

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